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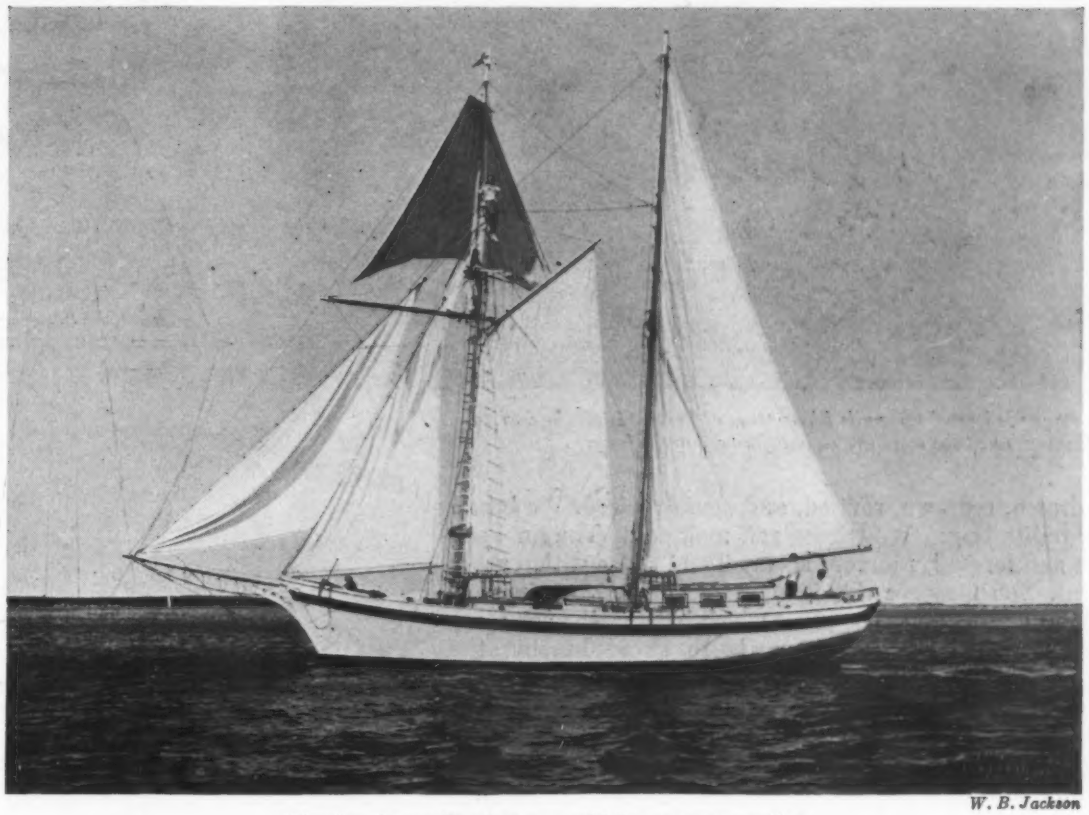


W. B. Jackson

"Narcissus" standing into port with her square topsail set

Square Topsails for Schooners

By

FREDERICK RAND ROGERS

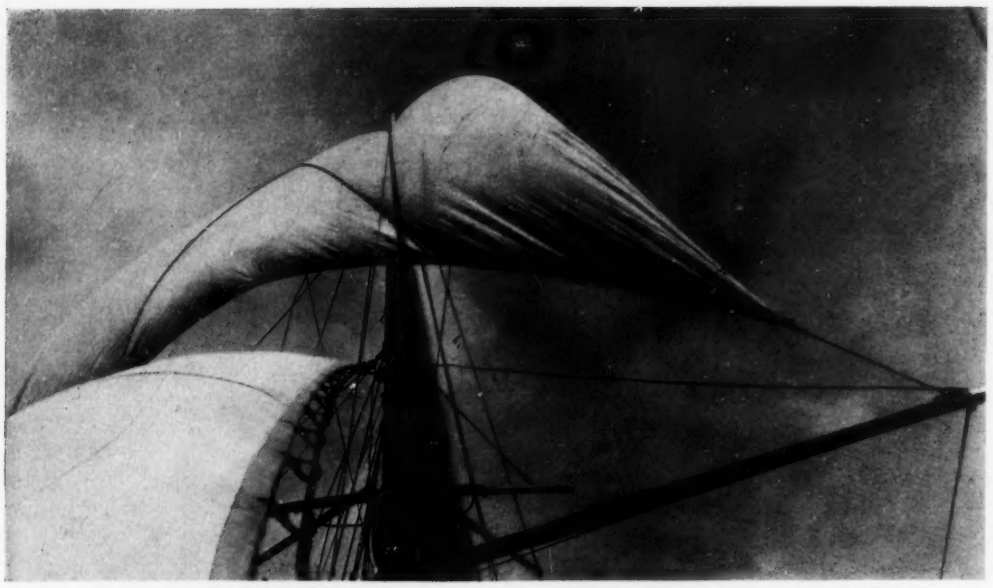
"HI! SKIPPER, get that sail off her." The words were screamed at us by an old-timer in Dion's Yacht Yard work boat. The work boat was falling rapidly astern of the *Narcissus*, as she boiled up Salem Harbor one afternoon last fall. We were taking the schooner in for winter storage and she was running before a fresh breeze, headed for the railway not a hundred yards beyond her bowsprit. The work boat had come out to tow us up to the wharf, and here we were about to sail our boat plumb on the beach. But we held on for another fifty yards before making a move.

A disturbing factor was that the schooner carried, just then, a formidable square topsail, whose clews stretched 26 feet apart to a husky standing yard nearly 30 feet long. And this topsail — or raffee, its shorter and more picturesque name — was pulling like a couple of wild horses. Getting in that rag looked a five minute job at least. We had thirty seconds to spare and no one had even started aloft.

As a matter of fact, no one left the deck until the topsail had been taken in. In less than 15 seconds it was reduced to an impotent bunch of flapping canvas. In the same time, the wheel having been put hard up, the schooner's stern grazed the end of the wharf, she swung around, and lay like a duck a biscuit throw from the railway, the pressure of the wind on yards and hanging canvas just balancing a slight tendency imparted by the mainsail to move her through the water.

This, and half a dozen other experiences on a maiden voyage from Nova Scotia to Marblehead, made me an enthusiastic advocate of the standing yard and square topsail for cruising schooners and, I dare say, for cruising yawls and ketches as well. Thomas Fleming Day carried a squaresail in the 25-foot yawl *Sea Bird*, when he made his memorable voyage to Gibraltar in 1911. The "foolish sail," he called it, for so it looked on the one day it was set. Commander Martin, on the other hand, swears by the raffee for ocean voyaging. Claude Worth "wouldn't go to sea without a squaresail." Then, again, there is Alf Loomis who chants the glories of *Brilliant's* 1077 miles in five days, and reports that her squaresail "was in the bag where it belonged."

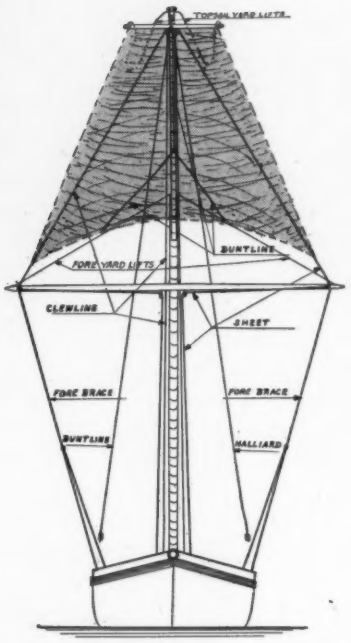
Conor O'Brien says "*Don't go in for squaresails unless you mean to take them seriously.*" It was this advice which we embraced in planning and rigging *Narcissus*. She was to be an ocean cruiser, handy for coastal work, easily maneuvered. We might often sail short-handed. We might remain in Massachusetts Bay indefinitely. Or we might up anchor and sail away for the Azores and the Spanish Main. Boat and rig must be up to anything.



The topsail, with its yards braced up, pulls like a team of horses. It can be carried to advantage until the wind draws well forward of the beam

Below. How the running gear of the topsail is rigged

Bottom. Sailing down wind with the topsail set



The rig was drawn, redrawn, revised, and again revised. We began with a hermaphrodite brig. We tried a gaff mainsail. The final sail plan called for a gaff foresail, Marconi mainsail and raffee with a short stick at the head. You may see this in the November, 1932, issue of YACHTING, with a description of the plans which betrays the commentator's bewilderment. How he did struggle to avoid hurting the prospective owner's sensibilities! You don't call a stranger's best girl a queer one — at least, not in print.

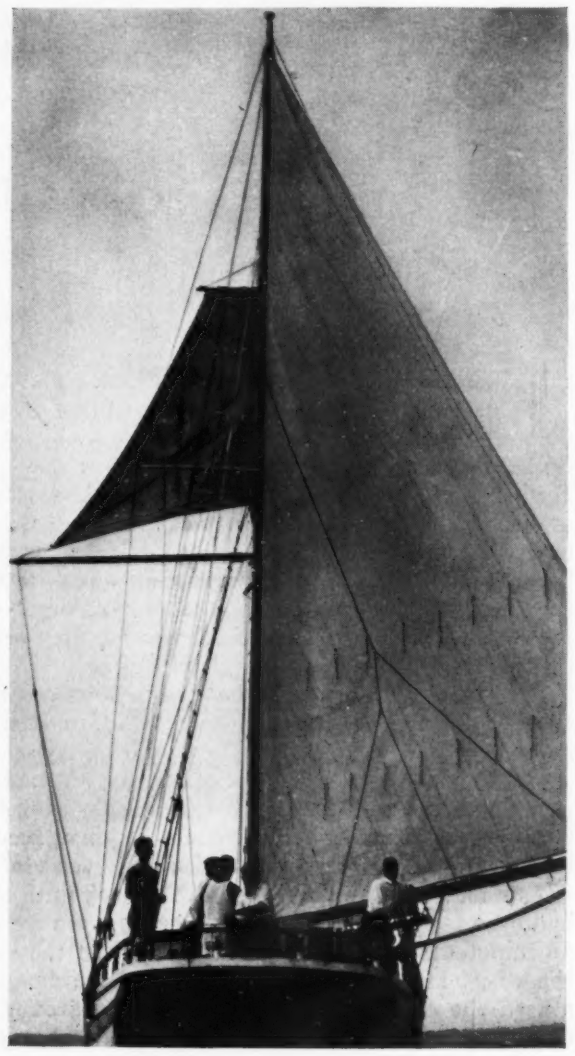
My knees knocked once or twice as we presented ourselves off Marblehead Light, after a never to be forgotten trip from Nova Scotia, for the critical appraisal of one of the most critical yachting audiences between Northeast Harbor and Sandy Hook. We had ceased to worry concerning the efficiency of the rig. Time and again we had tacked down Shelburne Harbor to the lighthouse with the wind absolutely ahead. The raffee had already proved its value, too. Nevertheless, I felt a familiar weakness in the legs. What would Marblehead say?

Our fears were groundless. The harbor greeting may be summed up in the comment of the commercial photographer who took the yacht's picture: "It's a grand rig if you are going a long, long way."

On leaving Shelburne four days before, I should have agreed with this candid critic. The square rig had been planned for long voyages, with no thought that the raffee would prove to be one of the most useful sails in the ship. Yet, since then, we have seen this sail — when others would not have done the trick — pull the *Narcissus* well clear of Cape Sable, bring her into Marblehead Harbor more than once, ease the difficulty of steering off the wind — and give us the pleasure of handling lifts, braces, sheets, buntlines and clewlines; the joy of standing on the yard for hours at a time while below us the ship rushed along; and yield us the incomparable experience of sailing under square canvas.

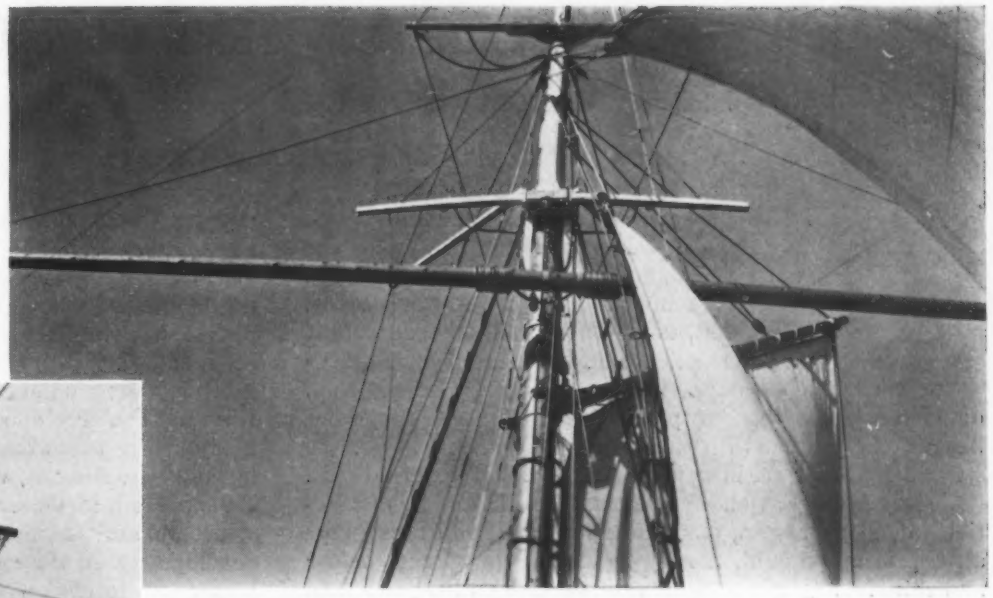
Everyone has been surprised at the handiness and efficiency of the *Narcissus* square topsail. It has fulfilled every hope and yielded both passing pleasure and abiding satisfaction we never imagined. I hope this article moves you to plan, on the nearest blank paper, a square rig for your shallop. If you do, I suspect you will not rest until the yard is hoisted and your sail sheeted home. I will venture further that, not an hour later — if Æoleus has done his part — you will add your O.K. to mine. And you will be constrained to philosophize on the misfortunes of progress, in which the good is so often discarded with the bad.

In reading criticisms of square sails I have been struck by a certain failure of estimable men to weigh the *pros* against the *cons*. "A spinnaker is more efficient," says Alf Loomis, and leaves the squaresail "in the bag where it belongs." "A raffee pulls surprisingly well," says Commander Martin, but admits that it is hard to handle — and puts a joint in his yard. O'Brien makes a good case for square canvas — and then loses his American audience by abandoning booms altogether.

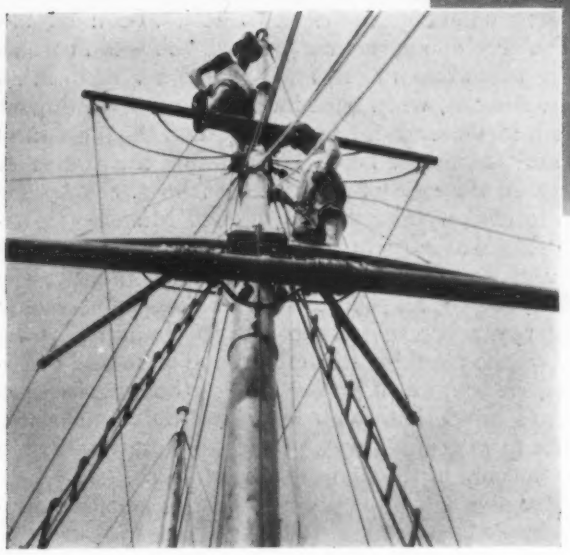


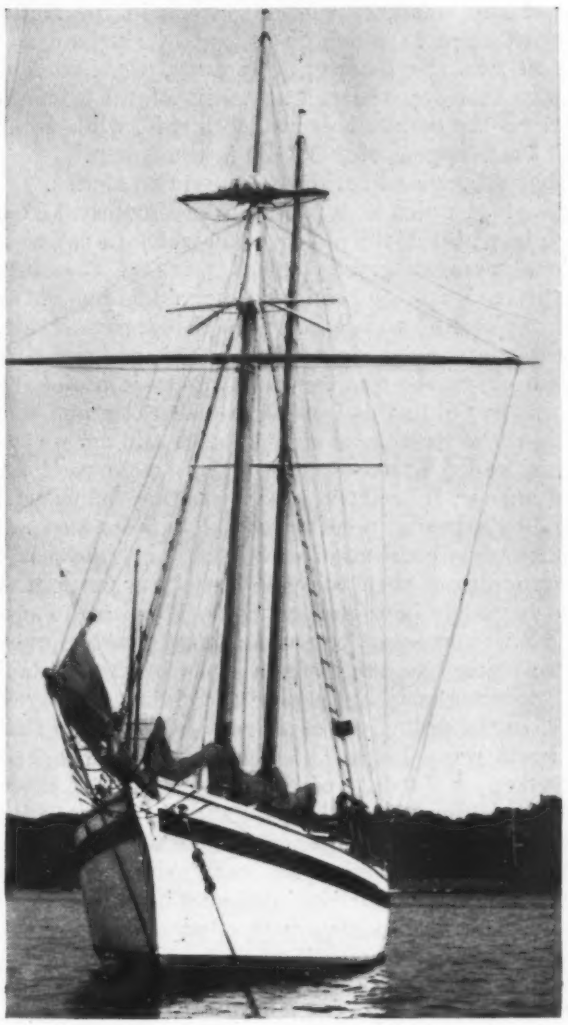
Below. The topsail yard is short in length but is a stout spar

Bottom. "Narcissus" at anchor, with topsail stowed in a "harbor furl"



Looking aloft from the bowsprit, with fore and aft sails set and the square topsail still on deck. Setting it is a short and simple job for a couple of men





But why sail at all? If it is to go places as quickly as possible, there are liners on sea and in the air which will take us there in a fraction of the time required by the most efficient rig on the fastest hull. If it is comfort we want, the *Rex* or *Queen Mary*, or a house ashore provide the last word, even in luxuries. But if we want independence, romance, activity, variety, opportunities to experiment, then let us add a yard or two — with their complicated but fascinating gear — to our standing and running rigging.

No, squaresails are relatively inefficient if speed is the only end, even for seagoing. Get yourself a rig like that of *Niña* or *Dorade*, with wire stays and patent winches. Then worry day and night lest a jibe carry everything away; watch your main boom, broad off, trip over every other wave; struggle with a gaff topsail; handle spinnaker booms in a seaway, praying they won't be broken, or lost, or sweep someone overboard; or wonder how you and your short-handed crew are going to get that fisherman staysail in, now that the wind is really beginning to blow. Then spend a week on *Wander Bird* or *Saoirse* or *Pilgrim* or *Narcissus*. These schooners carry light sails, too. (Except spinnakers. Give us studding sails, rather.) It is not a question with us of *either . . . or*. The modern sail boat man may have both. As a racer, his cockleshell will be a mite slower going to windward with a yard aloft. But she will be a joy forever on any point of sailing.

If *Narcissus* were 36 feet long instead of 50, she would still carry a standing yard and sport a raffee.

"How much of a crew do you plan to ship?" one of Alden's men asked one day, as we discussed the length of the fore yard. This query bothered me intermittently for months. To set or take in a fisherman staysail, one needs from two to four active men. In a fresh breeze it always provides a few anxious moments for a short-handed crew. But a fisherman requires only four lines for setting. There are ten involved in the proper setting of the *Narcissus* raffee. . . . However, we discovered, after some anxious experimenting, that two men could loose and set our topsail and sheet it home before two others could go below, bring the staysail on deck and bend on a single halliard.

This is how you set the raffee.* If it sounds complicated, remember that it is done by two men in two minutes, easily. First, one man — say yourself — goes up the ratlines. You swing your body above the maintopmast stay and, grasping the foretopmast, stand on the foot ropes. One leg is to starboard of the mast, one to port. You lean forward to one side of the mast, thus holding on with the knee of the leg on t'other side. This frees both hands to loose the gaskets — a single short bunt gasket about four feet long and two clew gaskets, each about eight feet

** Technically this sail must be a square topsail. But it began as a raffee, and continues to be called by this name, in spite of its fully-equipped topsail yard.*

(*Continued on page 126*)

What the Early Ships Were Like

Intelligent Research Gives Us a Good Idea of Their Form and Construction

By GREGORY ROBINSON

PERHAPS it would be well, before considering the ships in which our forefathers sailed the wet seas 'round, to make quite sure that in our own minds there are no wrong ideas. And, first, it would be well to realize that although science and education have quickened us so that we move more briskly than our forefathers, yet our pace of mind is not altogether beyond comparison with that of their hesitating steps. We still walk warily and inherit something of the paternal gait.

Future ages will wonder at our slow methods of construction for, likely as not, our descendants will run their ships all hot into a mould, merely leaving them to cool before launching. They will wonder why we held so long to a hull form which was helpful for sail but a hindrance to power-driven craft; they will wonder why it was so long before we thought of streamlining our hulls above water; they will wonder why we clung to a dozen useless things, the uselessness of which our dull wits have not yet realized. There will be wonderment again at the time lag in our sea language — why, after two hundred years of wheel usage we still paid respect to the tiller, and why it took an international conference on helm orders to make some of us recognize the existence of that wheel. They will be sorely puzzled when they read that liners still *sailed* from New York long after they had been provided with engines of enormous horsepower, sailing on in spite of gasolene and the all-electric engine. Yes, we have outpaced the language, certainly; we take quicker steps than the Old Man, but we are still a long long way from the last word in shipbuilding.

We may be sure that when our efforts in naval architecture come to be considered years hence, our successors will say, "Wonderful!" in the same tone of voice as we do when we gaze at the pictures of the queer old arks of yesterday. They will be less captious if they know something of our difficulties, as our criticism will be the kindlier for knowledge of the Old Man's troubles. The troubles of those who have dealings with the sea start early, so perhaps you will forgive me if I begin at the beginning and tell that part of the tale which has been told before.

When, in the early dawning, man wandered from home and came to the waterside, he began to think how he might use the sea. He observed the form of the fish and set about to imitate it, using the handiest material. First, he made a frame with backbone and ribs; to it he bound reeds, lashing the ends together; then he pitched it within and without so that you could not see the wood for the caulking. As his hand caught up a little on his head, planks were substituted for reeds, the caulkers drew less wages than the carpenters, and the ship moved into deeper waters. She was of light scantling and smooth sided — carvel-built, as we say — and could be easily paddled with the hand, and this man, who went south, faced forward as he went. Now the man who went north was hardier and probably had less mental capacity. He came to a river and, according to the poets, saw on the other side a lady whom he loved. So, sitting astride a convenient fallen tree, he propelled himself across with his feet. Before the return journey, wishing to keep his bride out of the wet, he burned a hollow in the tree and put the lady in it. Time passed; he went voyaging again, and to keep the children from falling out he pegged a cloven board one strake high to his dugout. At two strakes high, he needed support inside to hold them up, and found grown knees in the oaks around him for that purpose. This ship was of heavy scantling, necessitating all his strength for her propulsion — paddling would not do. He invented the thole pin and the oar, brought his legs in to help the arms, and put his broad back into the work.

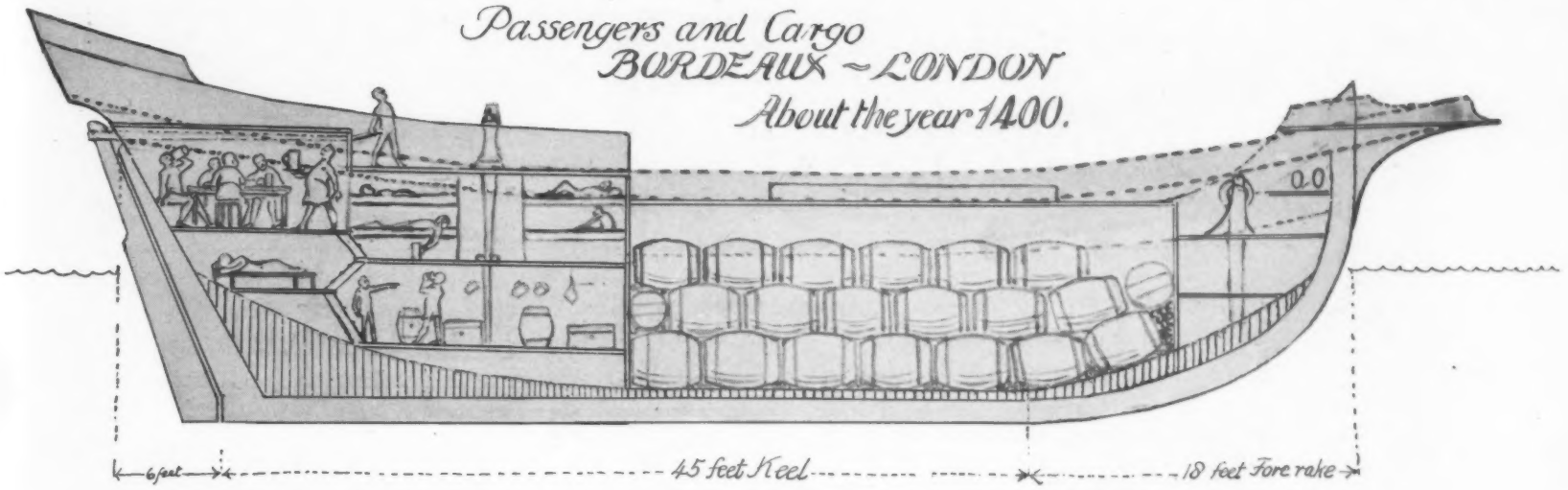
Now, you may not believe these two stories. I confess that I am not too sure about the first, though the second seems likely; there is a woman in it, and there is a woman in all true stories. Besides, when occasionally a primitive dugout is uncovered, washboards are found raised on the more solid structure and there can be little doubt of the course of development in the case of the northern boat. Slowly she became more clinker than dugout, as Old Man North became more skilful as carpenter than as gardener, until only garboards and keel were carved in one. And, finally, the reader will observe his completely clinker-built dinghy astern; and remember that when she was building in the yard they put the planking to the keel and stem and sternpost, adding the frame as if it were an afterthought, whereas he will call to mind that when his carvel-built yacht was building, the frame came first and the planking was bolted to it, as in the ship of the man who went south.

We know that when ships begin to emerge from the prehistoric darkness into the dim twilight of the Middle Ages we find the two types marked — in the Mediterranean all vessels, great and small, carvel-built; while in the North even the great ships in which the Kings of England and France fought, in the fourteenth century, were clinker-built. And to this day the characteristic of the smallest fishing boat up the Straits is her smooth side, while small carvel-built boats appear only fitfully in the North.

Yes, perhaps there is something in those two stories.

In the vessels in which man pulled, as distinguished from those which he paddled, the planks upon which he sat were constructional as well as convenient parts of the ship. Before the invention of the rudder on the middle line of the ship, when one steered with a board on the starboard side, it was necessary to have a rigid fulcrum. This was given by a large beam across the quarters with the ends projecting outboard. In the South this beam was called the *hameron.* At the bluff of the bow was a similar beam laid across the upper works, called a *catena,* whose ends were used for catting the anchor. (Surely, it was a punning fellow who later painted cats' heads upon the ends.) The word *hameron* seems to have some connection with hook, and *catena* is a chain, which indicates their common structural purpose of holding the spreading bows and quarters. When man came to make sail it was necessary to give the mast direct support as high up as possible; therefore, a mast beam was laid across her upper works, tying them in and giving security to the shrouds. In the sailing vessel proper it would seem that this mast beam was laid over the main beam which had previously taken on the duty of tying in her breadth when the thwarts had been knocked away, and these two, with the hooks fore and aft, were fundamental parts of the frame.

Unfortunately, the evidence of early shipbuilding is largely pictorial and, since artists in all ages have taken full advantage of that license always granted to them by a kindly world, their testimony is none too reliable unless confirmed from other sources. But it would appear that, while in the northern vessels the main structural tie beams



came outboard to serve another purpose, in the southern type all beams came through the planking to serve their own ends. Here is indication of an important difference in the method of building. Seemingly, in the latter case, the beam found first security in the great outer stringer, or wale, to which it was bolted; it was then bolted sideways to the timber head in passing and bolted down again to the inner stringer, with a stout covering board over to lock all. In the northern ships we know that the beam ends rested in the *clamp* (which was a range of thick stuff in the internal planking, or ceiling, as it was called) and was secured to the frame by side knees. The southern way was lighter and neater, but it had one serious defect in the difficulty of making the vessel watertight where the beams came through the outside planking.

It is obvious that with beams resting on the sheer wale any deck laid on them would have to follow that sheer — well enough when it was easy, but most inconvenient when it was quick. However, in early small craft decks were so laid and folk had to put up with it. But a visible external row of beam ends did not necessarily indicate a deck inside, for we know that later all great ships had a tier of beams in the hold upon which no deck was laid; and therefore in the case of the big carracks we are not much wiser as to the lay of the decks by a view of the pictures. We may be sure, however, that in any ship which carried passengers the decks did not conform to the sheer throughout, and it seems possible that the framing of ancient accommodation decks in early Mediterranean craft consisted of longitudinal timbers, the carlings, towards the middle line, with internal shelf pieces at the sides, the light planking being laid 'thwartships instead of 'longships.

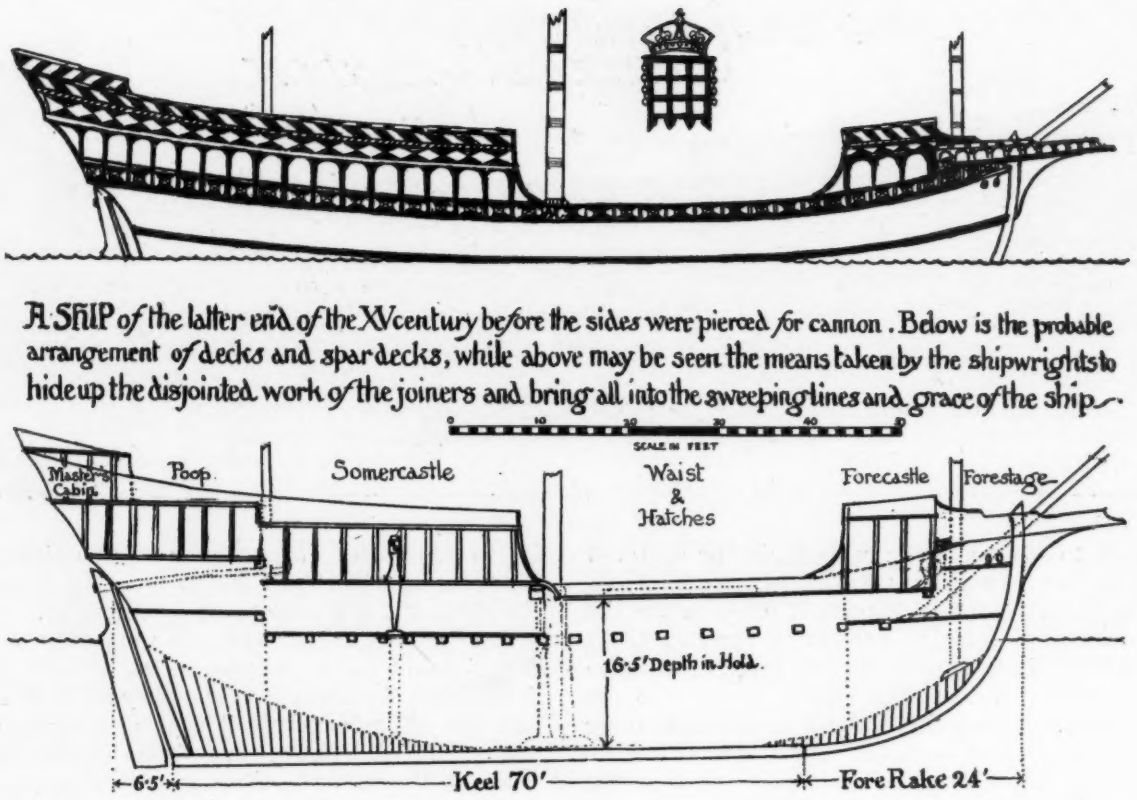
With the Norseman it was different. The southerners had already piled deck over deck before he had worried about a cover. When he did decide to lay his decks, he settled them where convenient, without any reference to the sheer, and with no indication to the outside world as to where he had placed them; but there is little doubt that they were laid dead level, parallel to the keel.

When the trade of the Mediterranean, overflowing through the Straits, spread itself into the main ocean and English and Baltic ships began to go south for purchase, shipwrights' secrets became common knowledge, and there was cross breeding between the descendants of dugout and built-up ships, of oar-propelled vessels and designed sailing ships. In size, the southern craft had far outstripped the northern; the galleys were of greater length, and the sailing vessels were of far greater carrying capacity. As to design, in the North was a boat with superstructure; in the South was a designed vessel with many decks, grown up, complete. In workmanship, there was no comparison; the South showed diagonal trussing and many other refinements which the North did not understand for centuries.

But the Mediterranean types were conceived when seafaring meant quick passages in fair weather from port to port. When the ocean test came they failed and faded away, and the ultimate universal type of sailing ship inherited more from the sturdy, rough-hewn Norseman. One early result of the traffic in ideas was the disappearance of the carrack's beam ends inboard and the adoption of the more seaworthy practice for their security. With a universal demand for grown knees came a fear of shortage, which continued, leading eventually to the invention of the iron knee. Then came the iron frame of the composite-built, and at long last the all-metal ship of today — step by step, and slow at that!

We do not know definitely when details were exchanged, how late or how soon, nor how much or how little went to the making of ships of the transitional period, so that it is not surprising that the replicas, models, and pictures of the *Santa Maria* made for our enlightenment differ materially. It is a wise archeologist who knows how much of either parent was in her. And there is another barrier to the gaining of exact knowledge of the ships of the early navigators and settlers. It is likely that future ages will find enough in the records to enable them to reconstruct a *Leviathan* or a *Mauretania*, but how little will they find of the little freighters of today! We are well on the road to discovery as to how the *Great Harry* was built, for there are records, but of the little tramps which carried the trade in the fourteenth, fifteenth and sixteenth centuries no records exist, and from this latter class the adventurers selected their ships and fitted them out as far as funds would permit. The *Mayflower* was but a hireling and carried vinegar, hats, hops and good red herring when she was not carrying Pilgrim Fathers, and the *Susan Constant*, which brought brave Captain John Smith to Virginia, mayhap later was taking woolen goods to Malaga, and loading Spanish wines, nuts and oranges home for London town. Of their outside appearance we know something. Aloft, we can rig them with fair accuracy; alow, we still find ourselves guessing. But there is no reason why we should not go below and have a look 'round in the dim light.

The old builder shared one difficulty with the yacht designer of today; he had to get much into little on a very short keel. True, the Old Man's clients did not expect a great deal of comfort, but they expected standing room, with a plank to lie upon and keep warm for the watch on deck. As the middle of his ship was filled with goods, he had to find accommodation in the ends and, as he believed in a fine run, deadwood and rising lines forced the ground floor



A Ship of the latter end of the XV century before the sides were pierced for cannon. Below is the probable arrangement of decks and spar decks, while above may be seen the means taken by the shipwrights to hide up the disjointed work of the joiners and bring all into the sweeping lines and grace of the ship.

high up in the structure before it could be made a platform of any reasonable area; as he came forward a little, he was able to come down a step or two, along again, then a step down into the hold where he was down on his floor timbers. With a step or two up again he was able to lay a platform over his fore peak. That was his ground tier, and that controlled the range of his decks above, fore and aft. It gave that old-shoe-like appearance to his ship which excites risibility in the modern beholder; but, according to the conditions and his lights, the Old Man did pretty well with his space on the short keel length.

Before the shipwright felt sure of his scarphs, and until the keelson had grown up, he was limited in keel length by the size of a single tree — it must have been with great trepidation that a scarph was first introduced into the very foundation of the ship. His way of gaining water line length was by raking stem and sternpost, holding them with great grown knees. Then, when more accommodation was needed above, he put a long external knee to carry a fore stage (or head, as later it was called) and some smaller knees as brackets for an overhanging gallery aft. "Here," we can almost hear him saying, "is the limit to which a ship can go." He had already decided on the proper breadth — no narrower for her stability, no wider for her going; he had already said she could be built no higher with seaworthy stuff, and it was no good building with anything else for the sea would not have it. There could be no more accommodation. But accommodation had to be found for soldiers and passengers who looked for comfort.

At this juncture the house carpenter, or castlewright, as he was called, was introduced into the shipyard. Uncompromising square castles, one fore and another aft, of dead square timber, were erected over the living, sweeping lines of the ship. That frosty morning the master shipwright turned away and spat. These early castles were figuratively and, in fact, lash-ups, and likely enough the ship rolled them out of her in the essay; later, the heels of the uprights were tenoned into the wales and covering boards, and bolted where they could find a hold — upsparrings they came to be called. Hence our spar decks. They are easily recognizable in the early drawings — straight external framework from the mainmast aft, visible until the close of the sixteenth century, when they became more or less reconciled to the general form and scantling of the ship, as increased size enabled her to bear the heavier stuff aloft. The process of spar deck building, followed by absorption, still goes on. In the newest liners the shipwright seems to have pretty well smothered the house builder, but in the power-driven yacht the castlewright has fairly and squarely sat on the poor old shipwright. The castlewright had, perforce, to take his levels from the ship's decks proper and, as they rose, so the spar decks rose.

At the top of the rise aft was one compartment which always had to crown all — the master's cabin, and by the beginning of the sixteenth century the master was indeed in a lofty position, for the ship proportionately was not unlike the City of New York, as lofty as it is long. I am judging in both cases by the pictures.

It was about this time that cannon were introduced in quantity and, to accommodate them, they proceeded to cut square holes along the broadside of the ship proper. Doubtless the shipwright warned them what would happen if they broke the girder strength of his sides with gun ports, saying, in his picturesque way, "That the ship would sway in her back." She did. To repair this disaster the decks were made flush, giving a new longitudinal girder, tying in her ends. Of course it was not done all at once. First they removed any fall or cutting off by the mainmast, calling her *galleon-built*, for so went the galleon's decks; then they flushed her decks forward, and finally brought them up level aft, calling her *frigate-built*, for so lay the decks of the swift little ships which ran home with the treasure of the King of Spain. These steps were taken more rapidly than usual because structural and tactical needs were in harmony. The day of hand to hand fighting in wooden castles was dying, and it was realized that in future the day would be decided by the big gun, and the ship had best be constructed as one long battery. The flush-decked ship lasted out the wooden era; it was so that they designed the *Victory*, and so floats still

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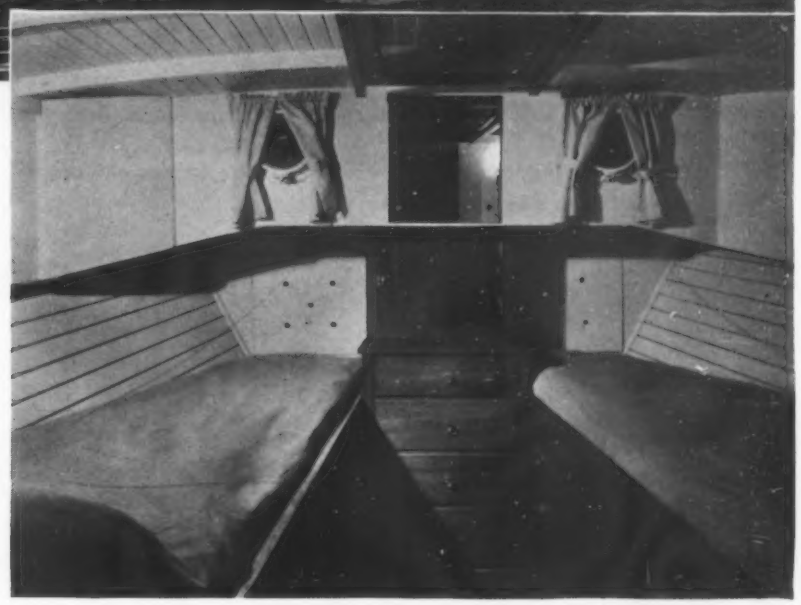
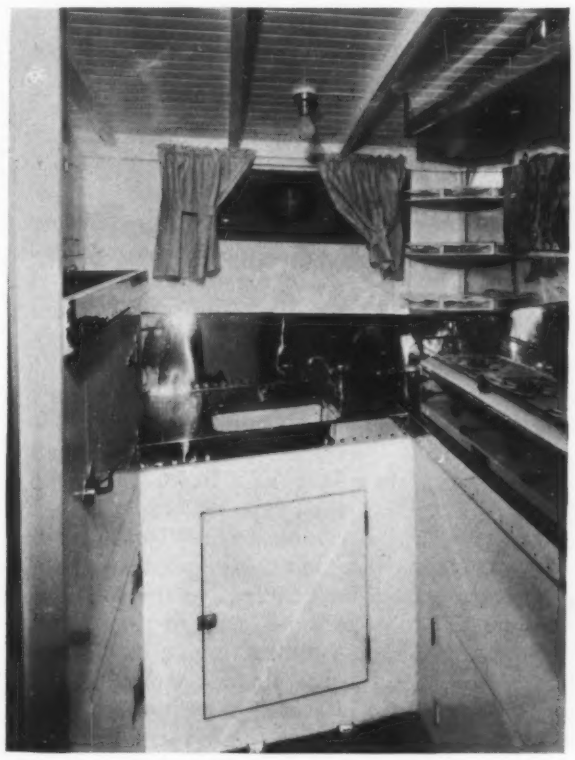
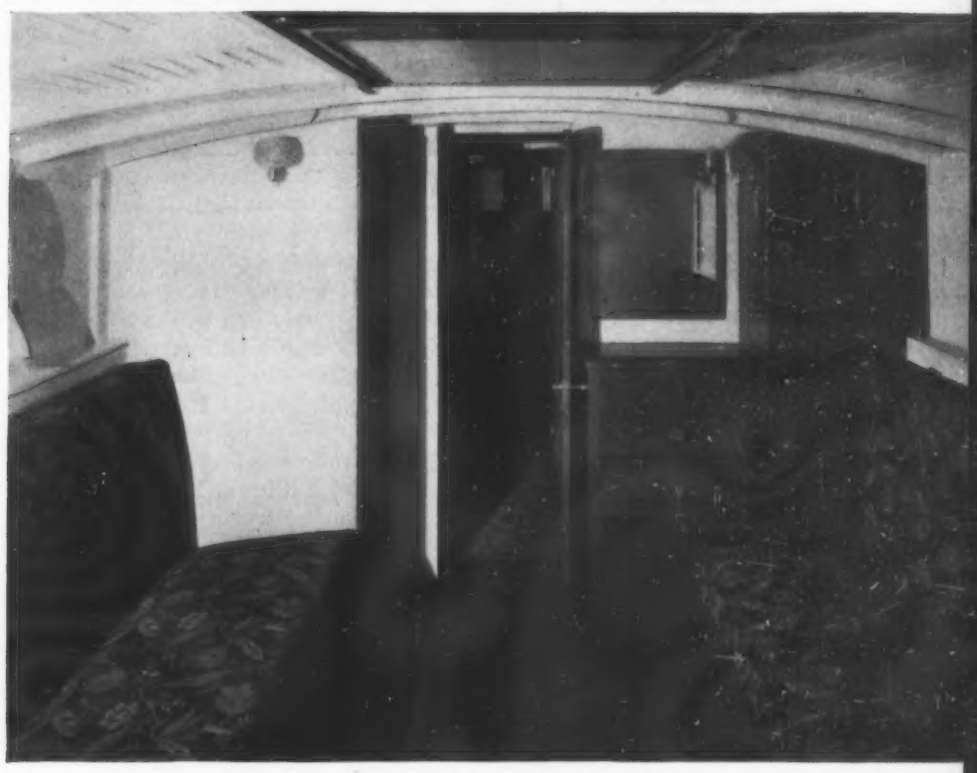


The 1935 Play Boat

This tidy 39-footer, designed and built by the Consolidated Shipbuilding Corporation, of New York, was exhibited at the recent Motor Boat Show. Driven by a pair of 80 hp. Kermath engines, she steps along at a 17-mile pace. At the right is a view of her forward stateroom, while below is the main cabin as seen from the companionway. Bottom, left, the compact galley, finished in white and gleaming metal. She is owned by William Blaney, of Brooklyn





Few of the local boats carry bowsprits. This one is running before the trades near Sea Cow Bay, Tortola

The Tortola Cutters

By

DESMOND HOLDRIDGE

AMONG sailing men it has become almost axiomatic, and with reason, that a vessel of less than 30 feet on the water line will be a poor performer to windward in rough weather; consequently, the Tortola cutter is a model that should interest yachtsmen, particularly those who, because of present conditions, have been forced to consider tabloid cruisers in lieu of the good-sized schooners in which they formerly put to sea. Tortola is the largest of the British Virgin Islands and, owing to an excellent colonial policy, its people are fairly prosperous fishermen and farmers. Their market is twenty odd miles to leeward, in St. Thomas, since the American Virgin Islands today produce practically nothing.

The Tortola people are thus faced with a problem that exists in few parts of the world. Being comparatively poor, their boats are of necessity small, and more than two-thirds of their time is spent in beating to windward in the rough, heavy trade wind sea off St. Thomas, the steep chop in the tide rips of the Windward Passage and Current Hole, and in the trying sea of Sir Francis Drake Channel. Squalls are frequent. In the winter months the trade wind force varies between 4 and 6, on the Beaufort scale, and in the hurricane season the passage of a disturbance may mean the cessation or actual reversal of the trade wind. Therefore their vessels, the largest of which is not more than 28 feet on the water line, must be exceptionally good performers to windward in a heavy sea. They must be able to carry canvas, they must be able to carry large quantities of cargo, passengers, and even cattle, and, when a hurricane threatens and the winds are light, they must also be capable of ghosting along in light, baffling airs if they are to reach a safe harbor.

The Tortola cutters of today come close to meeting these highly varied requirements. They range from open boats, 18 feet long over all, to decked vessels of 29 or 30 feet on deck, but despite the difference in size the model is standard, featuring high freeboard, hollow entrance at the water line, rather short Marconi mainsail and an overlapping jib similar to our Genoa jib. The overhangs are short and a bowsprit is almost never used, since it would interfere with docking at the crowded Tortola wharf in St. Thomas. The frames are always sawn from native woods, the masts and booms are unnecessarily heavy, the rigging is unimaginably awful and, as a rule, they have inside ballast of stone, though scrap iron is used when it can be afforded.

It is interesting to note that these Negro sailors of Tortola have been using for generations a sail plan whose efficiency and windward ability have been accepted in the United States only during the past decade. The Marconi mainsail, it is true, is considerably shorter and its boom is considerably longer than would be found in an American yacht, but the low rig is forced on the owner by inability to build a hollow spar, and the high price of the wire rigging that would be necessary to support it. Consequently, much of the sail area hangs out over the stern, the long boom being the weakest point of the rig. The Genoa type jib has long been recognized by the Tortolans as the most effective means of pulling a boat to windward. Rigged as these cutters are, with about 300 feet of canvas on a boat 20 feet on the water, it takes three or four men to handle one, though they could easily be single-handers if their running rigging included a few more of the blocks which the Tortola men cannot afford.

The hulls are of exceptionally strong construction. In a boat of 20 feet water line, the frames are two inches square,

The Tortola cutter "Briton" is 21 feet 6 inches long over all, 18 feet 2 inches water line, 7 feet 10 inches beam, and 3 feet 8 inches draft. She carries a little over a ton of ballast. Last year she thrashed her way to Antigua, 150 miles to windward, in less than five days

Above. Running before it with the jib "wung out." Left. The condemned "Juliet," shored up and awaiting reconstruction

Right. A group of cutters at anchor in a harbor on the coast of St. John. The distant mountains are on St. Thomas

sawn out of local hard woods. The planking is of seven-eighths inch pitch pine; keel, stem and deadwood are similarly heavy. While these figures conjure up for the average American yachtsman the image of a small canal boat, she is really a fairly lively boat. She needs her rugged construction when running down to St. Thomas, the big jib "wung out" and the mainsail pulling like a horse, while three cows, a dozen goats, several hundred pounds of fish, eight or nine dusky passengers, and bags of green coconuts comport themselves in the hold according to their respective natures.

On the return trip, when she meets the heavy trade wind sea outside of St. Thomas, she would be broken in pieces, were she lighter, by the fashion in which the black captains crack on, for they are easily the most sporting sailors I have ever seen. No two Tortola boats can occupy the same horizon without engaging in a race in which everything goes. Often we see them pass our house, on St. John Island, each with a dozen people on board — three men handling the jib in an effort to swing it over quickly, several more lustily pulling on the oars, and the women passengers screaming imprecations on the crews of the rival boats while the captain's free hand throws cans of water on the sails. And so closely do the boats approximate each other in windward ability, speed, and general seagoing qualities, that, when they near home, 20 miles in a straight line from St. Thomas, and many more over the course they have followed as they beat to windward, a group of boats that sailed within ten minutes of one another will rarely be more than a mile or two apart.

To take a typical Tortola cutter, here are the measurements of the *Briton:* she is 21 feet 6 inches long from the outside of the stem to the outside of the stern, 7 feet 10 inches wide, 18 feet 2 inches long on the water line, with a draft of 3 feet 8 inches. She carries a little over a ton of ballast, about half of which is iron, the rest being stone. Her mast is 3½ inches diameter and 21 feet from truck to deck. Her boom is 22½ feet long. The head of the jib comes only 15 feet above the deck and its clew reaches nearly 14 feet aft from the stem. She is decked over, has a small hatch forward, small steering well aft, and large hatch amidships for cargo, these openings being closed when she goes to sea. She has a bulwark which, on a boat of her dimensions, might almost be called a fence, for it is 7 inches high. This boat makes regular voyages to St. Thomas, to the fishing banks 50 miles to the north, to St. Bartholomew, and even to Antigua. In May of last year she thrashed her way to Antigua, 150 miles to windward, in a little less than five days, the trade wind sea being heavy and trying for a small boat. Her captain complained that he lost a day when he broke his main boom. Assuredly, a type of craft capable of such a performance and rigged in a more convenient fashion would be well worth the careful consideration of the man who is interested in a tabloid cruiser.

The model must have been evolved a long time ago, for the boats are built entirely by eye and when a builder dies there is no one left who can make precisely the same boat that he constructed. No plans are drawn, almost no measurements are taken, and not even a half model is whittled out. When a man wants a boat, he decides how big a one he can find the wood for; then he goes to his builder and tells him he wants, say, a 14-foot boat. This measurement refers to the length of the keel which, indeed, is the only measurement the owner ever knows. He does not know how long his boat is on the water line or over all, he is ignorant of her beam, and her draft is something which he never troubles to find out — he just knows the length of her keel. Now and then an exceptionally good boat will be turned out and she will be sailed until she is fairly falling to pieces. Then, rather than lose the model, the Negro carpenters tear her apart and make every single timber and plank over in good wood and reassemble them in hope of retaining the original lines.

The average life of one of these boats appears to be from 15 to 20 years; then, as she gets leaky, she is rebuilt. A boat will be rebuilt several times in the course of her life, and it is rather remarkable that the boats last as long as they do, for against the crowded wharves of the markets in Tortola and St. Thomas dozens of little cutters are crashing together the whole day long, the cows they carry frequently stampede while on board and, as has been said, they are subjected to a terrific amount of sail dragging.

A careful observer is impressed by the great number of butts in the planking of many of the boats and, if he stays in these islands long enough, he is also impressed with the crop of new boats that appears three or four months after a steamer or schooner is wrecked on the reefs around Anegada. A good proportion of the boats are built from salvaged timber and salvaged timber does not always come in exactly the right lengths. Consequently, one strake in a 24-foot boat may be composed of seven or eight separate lengths of planking. Curiously enough, no one knows how much a Tortola cutter costs; the purchaser furnishes the builder with the necessary material, bringing it in as he gets it, and making small payments whenever he can. The arrangement is most elastic, and a boat with a 20-foot water line may cost anywhere from $150.00 to $250.00.

The owners are most careful in the upkeep of their boats; at least once a month their bottoms are thoroughly cleaned and, if possible, given a coat of copper paint. If the owner cannot afford paint, her bottom is coated with tar, and there is good reason to believe that the excellent care taken of the bottom is not so much to protect the craft trom the ravages of worms as to keep her fast and a credit to her captain in the inevitable racing. Since the tidal range in the Virgin Island group is small and marine railways rare and expensive, the boats are careened in the old-fashioned way. There are a number of well-known spots where the water is steep-to close to the bank. A boat will be brought in, her ballast taken out, and then, with her peak halliards, she will be hove down on her side; the accumulation of barnacles and foliage (which collects rapidly in these waters) is cleaned off and then she will be left there to dry for a day or two. The planking having dried out, she will be straightened up, turned end for end, and hove down on the other side, and the process repeated.

The sails are terrible, being hand sewn from canvas heavy enough for a 20-ton schooner and with the draft likely to appear anywhere at all. The Tortola men are convinced that it is the leech of the sail that drives the boat to windward and explain the ungodly length of their main booms on that ground. A gentle word from a white man on the subject of the driving force of the luff is met with silent African scorn. Should a black man propound such a theory, he would be laughed off his native island. Most of the accidents are a matter of broken booms and the greater number of the booms on the boats one sees along the wharves have been broken and spliced once or twice. Another fault with the long boom is that, when coming about, the boat whips up into the wind in a highly satisfactory fashion but, unless the main sheet is rapidly slacked out on the other tack, she will hang in irons like a weather vane.

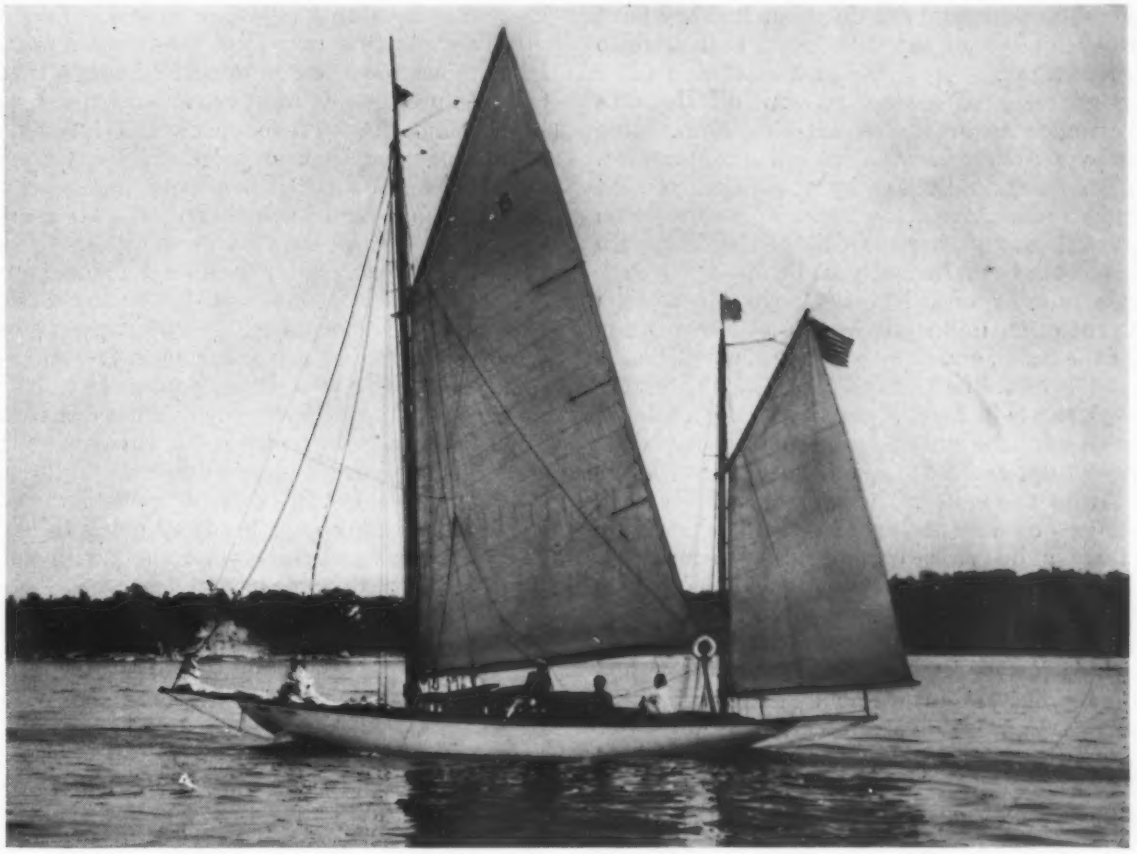
Rough calculations show that the center of effort of the sail plan of the *Briton* is approximately three feet abaft the center of lateral resistance; consequently, like most of the other boats, she carries a howling weather helm. One and all, they really need a bowsprit and quite a long one at that, but those few boats that have bowsprits are continually breaking them in the frantic hurly-burly at the wharves, so

(*Continued on page 129*)

Time to Start the Engine?

Making the Best Use of the Motor in an Auxiliary Race

By SAMUEL WETHERILL



IN AN out-and-out sailing race, whether in a dinghy or in a cup defender, you try to get the utmost speed out of your boat every minute of the time. In an auxiliary race, where you may use either sail or power, or both, you don't — if you're wise.

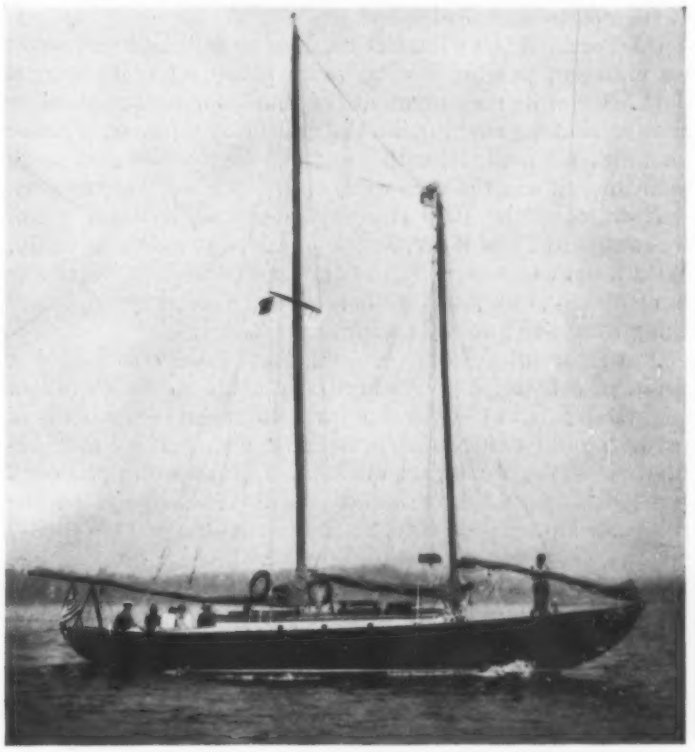
"Why not?" you may ask. Really, the answer is quite simple: The object in an auxiliary race is a double one. First, get all the speed possible out of your boat when under sail. Second, get all the *miles* possible out of your boat when using the motor.

We'll take it for granted that you know all about coaxing the last bit of speed out of the good ship when you're under canvas. To get all the *miles* possible out of the gasoline you are allowed is a pretty tough nut to crack. Every race presents new problems. However, having made some costly mistakes in a couple of these races, and having won a couple by using the motor at the right time, perhaps some generalities and actual experiences will help ambitious auxiliary racers to go just as far as possible on the few gallons of fuel allowed.

First, let's see how *not* to do it. Suppose you are in the Bayside-Block Island Auxiliary Race, starting just inside Stepping Stones Light, and you have a 110-mile slide to Block Island with a snappy sou'wester on the quarter — a breeze which sends you scudding along with rail down and the boat right up to her limit of speed. You have enough gasoline to cover about half the course — that's the theory on which the gasoline formulas are worked out. Give her the gas, boys! Let her rip! Drive her wide open!

You make swell time to Block Island, and make the turn for the 110-mile leg back to the finish. Slamming into that

With headsails doused and the engine turning at its most economical speed in miles per gallon of gasoline, the yawl "Playmate" keeps up her average through a calm in the Bayside-Block Island Auxiliary Race. Below. It sometimes pays to furl the sails when under power to lessen wind resistance



sou'wester on the port tack, with the motor helping, you are going great guns — right up with the larger, faster boats.

Suddenly, the picture changes. The motor conks out — your gas is gone. The bigger and faster boats begin to walk away from you. And, worse yet, two or three smaller craft are coming up astern — under sail and power. By the time you get through Plum Gut, these smaller craft have passed you — and there's nothing you can do about it. They have gas, and you haven't — they saved theirs on that drive to Block Island, remember.

Then the wind eases off gradually, until off Horton's Point you are wallowing around in a raging calm. More smaller fry slip by, sails down, motors humming contentedly. The calm persists for several hours, by which time you are completely and ineradicably in the ruck. You stumble on to the finish, arriving long after the bulk of the fleet, with only one or two other boats behind you.

That's lesson number one. Never use your gas when you're making good time under sail — unless you're making a final dash for the finish, and know you have enough gas.

Let's look at the 1932 Block Island Race, which we were fortunate enough to win in *Tidal Wave*. Practically a calm at the start — so on went the motor. An hour later a moderate nor'wester showed up, and we could make over five knots under sail. Off with the motor. The wind held fairly well. Careful calculations on distance, speed and tide showed we could make Plum Gut just as the current turned in our favor. We made it. We made five knots or better all the way to "Blockis." We rounded "Blockis" from south to north, and turned on the motor for the beat around the island. After the turn, we could just lay The Race — and the tide had again turned favorable. We got through The Race just before the current began swinging against us.

The wind dropped rapidly. We clung to the Plum Island shore, dodging the ebb tide. Flat calm — down sails. At Plum Gut we opened her up wide, drove her directly across the worst of the tide, and clung close to the shore, getting slack water at times, and less tide at others. Back to our economical motor speed as soon as we crossed that current.

Before we reached Horton's Point we had passed two much larger boats, unable to make an inch against the tide in baffling light airs — they were out of gas. A light nor'-wester came in, so up canvas, with the motor still running at its most economical speed.

Off Port Jeff the wind left us. But we still had gas, so on we chugged, passing several more becalmed craft around dusk. Careful measurement of our remaining gasoline showed that we could make the finish under power, wind or no wind. We made it, with throttle wide open — and made it in time to win the race when the allowances were figured.

Now, take the 1930 Huntington-Cornfield Race. Again we're aboard *Tidal Wave*, with 55 miles to go to the lightship. With a light southerly at the start we turned on the motor immediately, and ran it at its most economical speed, something over five knots through the water.

Now, careful figuring showed that if we could hold a speed of a little over five knots we could round Cornfield Lightship just as the ebb tide turned to flood — six hours of favorable tide going, and six more returning. If we were behind schedule, we would buck the tide as we approached the lightship and have less of the favorable flood on the return to Huntington Bay. So it was obvious that we should strain a point to make the lightship by the turn of the tide.

We got practically no help from the wind. First it was very light astern, then it came in light dead ahead — which slowed us up a bit. There was nothing to do but keep the motor chugging and hope that our gas would at least carry us to the lightship.

Well, it did, with about a gallon to spare. We missed the turn of the tide by about an hour, due to that easterly wind slowing us down. But we were the first boat around, and what wind there was was dead astern for the run home.

It was a slow run back, nursing light sails all the way. As we learned later, the rest of the fleet ran out of gas before reaching the lightship — and there they were, with a head wind and foul tide, while we were making fine time on the homeward leg with a following wind and fair tide.

So we won that race by a comfortable margin. Had we failed to use the motor in the light going to the lightship, or failed to use it at its most economical speed, we well might have been back with the bunch which trailed in astern of us.

Now, looking back at these examples, I hope you will begin to see the light. It is next to impossible to make any hard and fast rules as each race presents a different problem. However, here are a few generalities.

Never use your motor wide open unless you are close to the finish and have enough gas left to do the trick. Find out, by careful experiments, at just what throttle opening you can get most *miles* per gallon of gas — and stick to that speed, no matter who passes you, or how fast. Always remember it's *distance* under power, not speed, which you want.

When your speed under sail falls below your economical speed under power is the time to consider using the motor. In a calm, of course. In a light air, generally. And sometimes, if you are making poor headway going to windward in a nasty chop or bad sea, help her along with the motor, well throttled down to save gas.

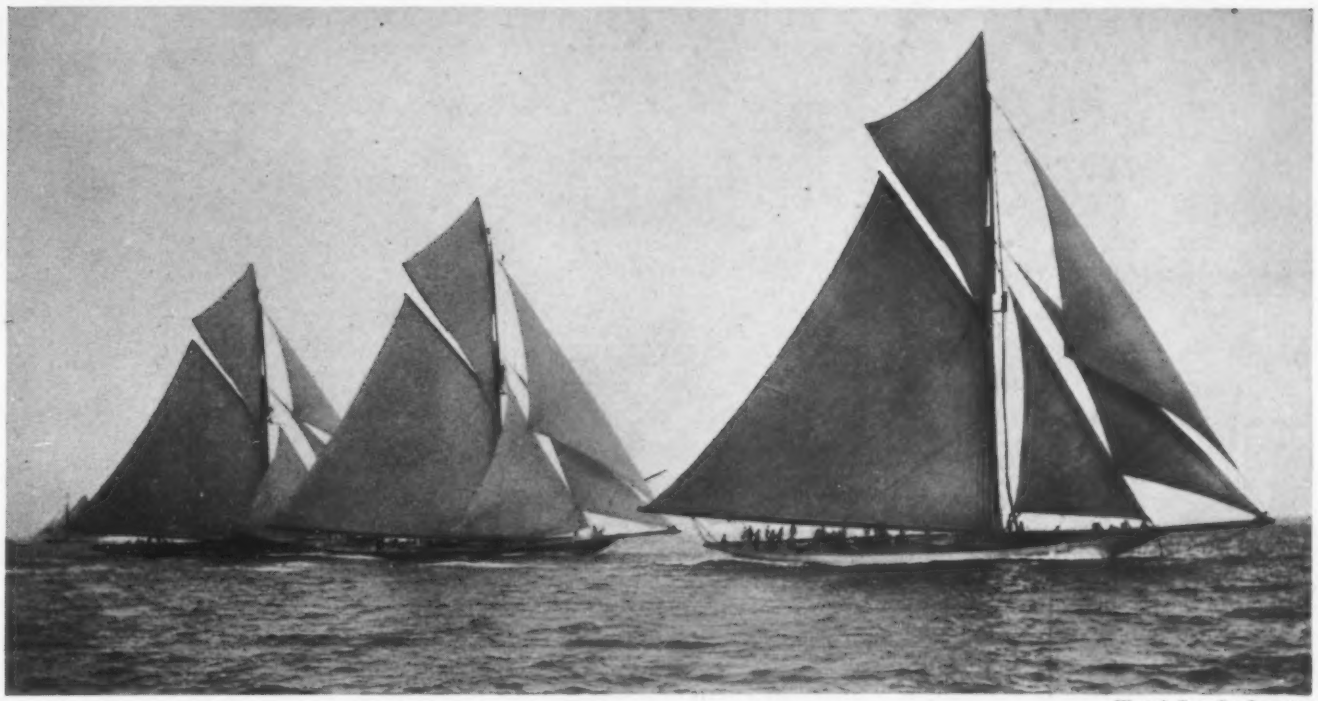
Know exactly what speed you make at your predetermined throttle opening. Figure your miles to go carefully — and don't forget that a foul tide or head wind will hold you back appreciably. Allow for it. Check your position as often as possible, so you will know just how much further you have to go. Measure and check your remaining gasoline supply carefully, so you will know just how you stand.

Always hold out a gallon of gasoline in a separate can — for the last dash to the finish. Don't trust your calculations, or your tank measurements — keep that last gallon for the final emergency. Only last year I saw two boats flat becalmed within a mile of the finish of the Bayside Race — going backwards with the tide. The owner of one of them assured me that half a gallon of gasoline used near the finish would have won him the race hands down.

If you have a shaft which comes out under the counter, chances are that you can use your motor on one tack only. Figure on this. The yawl *Playmate* has a wheel under her starboard quarter — it is useless on the starboard tack, and had a lot to do with her losing one Bayside Race — she couldn't use her motor when a nor'wester came in on the last leg home, although she had plenty of gas. In another race, two Fishers Island sloops, with port quarter wheel installations, were put out of the running when a southerly threw their wheels out of water while legging it along the Long Island shore on the way home. The center installation, with feed lines run so that you get gas on either tack, is the safest and best in the long run.

If you don't know how far your boat will go on a gallon of gas, you might as well not start. Either you will run out of gas long before you should, or you will end up with several gallons in the tank. One inexperienced and incompetent crew that I know of, in a fast boat, ended up with over half their gas left — and they lost by only a small margin.

Auxiliary racing is a great game, for you not only have to make the best speed possible under sail, but you have a brand new set of problems to solve due to the motor end of the proposition. That's the reason for the increasing popularity of this type of race. Try one of them this year if you own an auxiliary. It's pretty sure to intrigue you — and the lessons you learn may make you a contender in the next.



West & Son, Southampton

When "Vigilant" raced in British waters in 1894 she won only five races in 17 starts. She is shown here (at right) in the race of August 16th on the Solent against "Britannia" and "Satanita," which was won by the latter

American Yachts That Have Raced Abroad

By

WILLIAM UPHAM SWAN

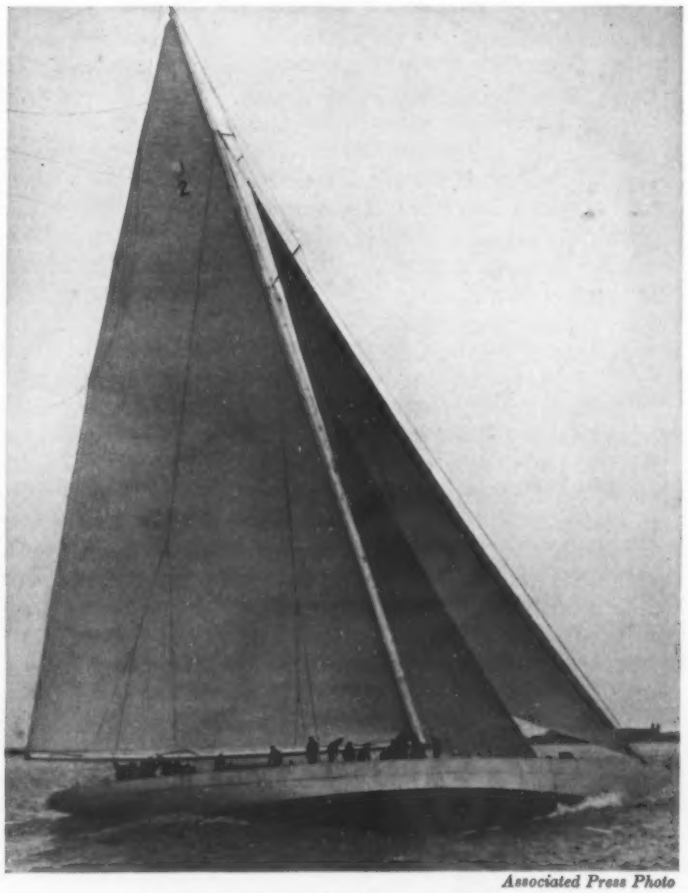
THE establishment of American yacht racing prestige abroad for large sloops should be the principal objective of Commodore Gerard B. Lambert's *Yankee* in her visit to English and French waters. Most of our schooners, from *America*, in 1851, to *Westward*, in 1910, scored heavily against their British, German and French rivals, but the sloop *Sylvie* failed to win her only race in 1853 while the cutters *Navahoe*, in 1893, and *Vigilant*, in 1894, were soundly trounced by half a dozen English yachts, especially by *Britannia*. Incidentally, His Majesty's 42-year-old cutter is fitting out for another season, with a record of more than 600 starts since she was built in 1893.

Yet our small sloops have done much to retrieve the failures of their larger sisters, notably the 46-footer *Niagara* in the middle nineties, and Six-Metres have recovered the Seawanhaka Cup three times, although they have been beaten in most of the team matches abroad.

In the past 84 years fourteen American major racing yachts (ten schooners, three sloops, and a yawl) have sailed some 80 races in foreign waters, winning 35, and taking 25 second prizes. A table of their achievements follows:

Yacht	*Type*	*Year*	*Owner*	*1st*	*2nd*	*Others*	*Starts*
America	Sch.	1851	J. C. Stevens, *et al*	2			2
Sylvie	Slp.	1853	L. A. Depau		1		1
Sappho	Sch.	1868	C. & R. Poillon			1	1
Sappho	Sch.	1870	W. P. Douglas	3			3
Enchantress	Sch.	1874	J. F. Loubat			3	3
Faustine	Sch.		G. P. Russell			2	2
Navahoe	Cut.	1893	R. P. Carroll	*3	8	7	18
Vigilant	Cut.	1894	G. J. & H. Gould	5	11	1	17
Ingomar	Sch.	1904	M. F. Plant	11	4	1	16
Atlantic	Sch.	1905	W. Marshall	1			1
Hildegarde	Sch.		E. R. Coleman			1	1
Endymion	Sch.		G. Lauder			1	1
Fleur de Lys	Sch.		L. A. Stimson			1	1
Ailsa	Yawl		H. S. Redmond		1	1	2
Westward	Sch.	1910	A. S. Cochran	10		1	11
				35	25	20	80

* One race won on protest.

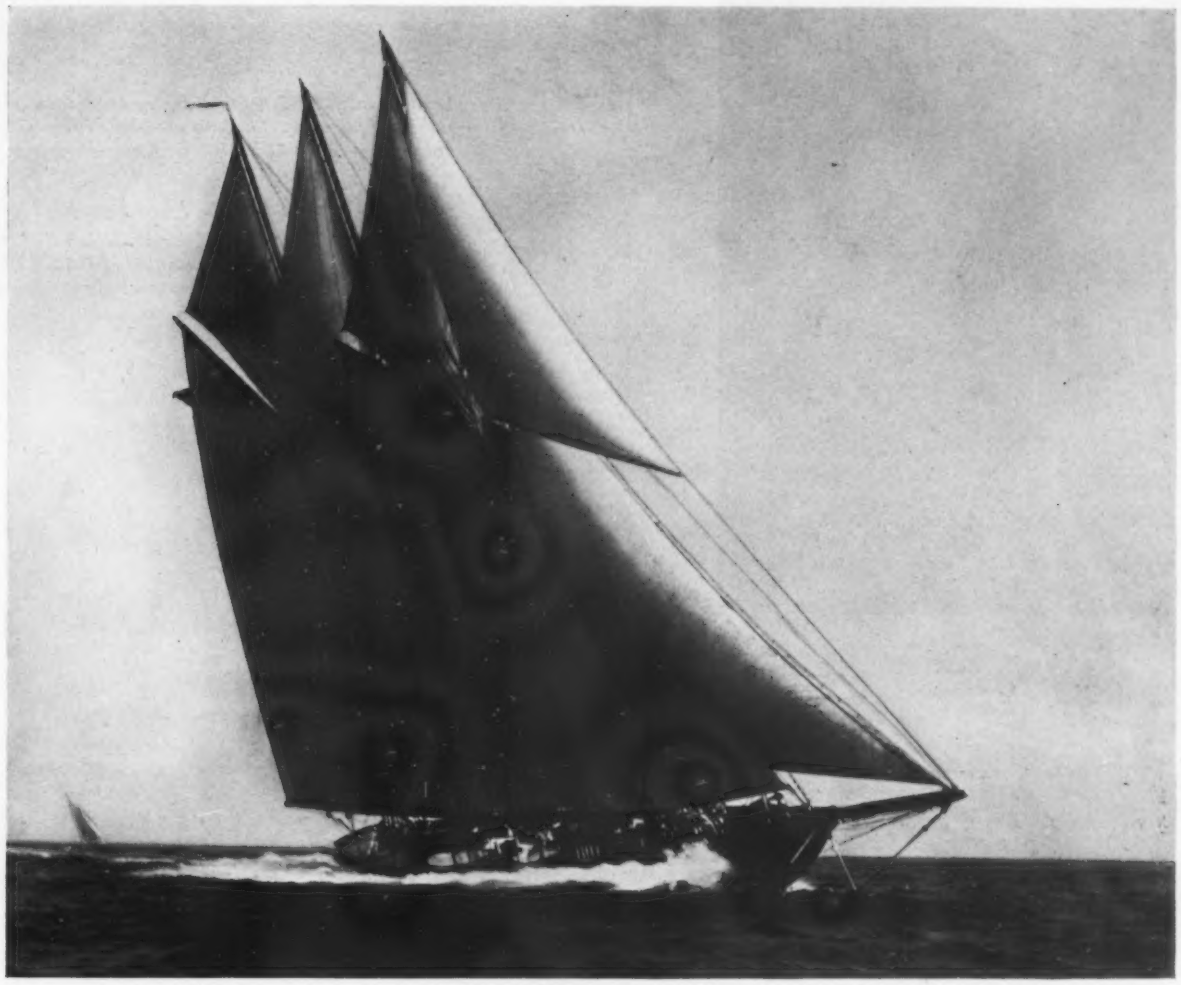


Associated Press Photo

"Yankee" on her trial spin with her new mast in Boston Harbor late in March of this year

Above. After successfully defending the America's Cup in 1893, "Vigilant" went abroad the following year and found hard going against "Britannia" and "Satanita"

Below. "Navahoe," owned by Royal Phelps Carroll, tried her luck against the British cutters in 1893, but she could do no better than three wins in 18 starts



Gerard B. Lambert, owner of this year's invader, is taking "Atlantic" across as well as "Yankee."
"Atlantic" is shown here as she was rigged in 1905, when she won the Transatlantic Race

Schooners have, then, won 27 firsts and 6 seconds, while the sloops have captured 8 firsts and 19 seconds.

So much has been written of the *America's* famous race for the Royal Yacht Squadron Cup, now the America's Cup, that her victory five days later in her match race with *Titania* has been generally overlooked. Yet she returned $500 to her owners. After her sale to Lord Blaquiere, $5,000 more in profits came to the syndicate. Even after deducting the expense of the expedition, the yacht paid a dividend of some $1,500, the only instance in which racing for the America's Cup proved a profitable investment.

Two years later when the sloop *Sylvie* (another Steers production) reached Cowes, she found England somewhat better prepared for the second American invasion. Still, the Depau yacht made an excellent showing in her only race, and from a poor start crept past five other yachts and was only six minutes astern of *Julia*, the winner, at the finish. On returning home *Sylvie* was lengthened, rerigged as a schooner and, after finishing third in the first America's Cup match of 1870, continued for many years as one of the fastest of the larger yachts. She closed her career as a fisherman out of Boston.

In 1868 the Poillon Brothers sent their new schooner *Sappho* to England, with orders to sell and not to sail. The taunts of the English, however, proved too much for Captain T. P. Baldwin, and *Sappho* was started against four other two-masters in a race over the old course around the Isle of Wight. She finished a poor fifth. *Cambria's* victory in this contest so elated her owner, James Ashbury, that his challenge for the America's Cup followed fast.

Sappho was sent back to New York and, after being "hipped" by the celebrated Bob Fish, returned to England early in 1870 under the colors of Rear Commodore William P. Douglas of the New York Yacht Club. She more than wiped out her previous failure by beating *Cambria* in three straight races. Two years later Commodore Douglas refused to start *Sappho* in a regatta at Havre against *Livonia*, because of Ashbury's harsh criticism of the New York Yacht Club's decision on his protest. Sounds rather familiar.

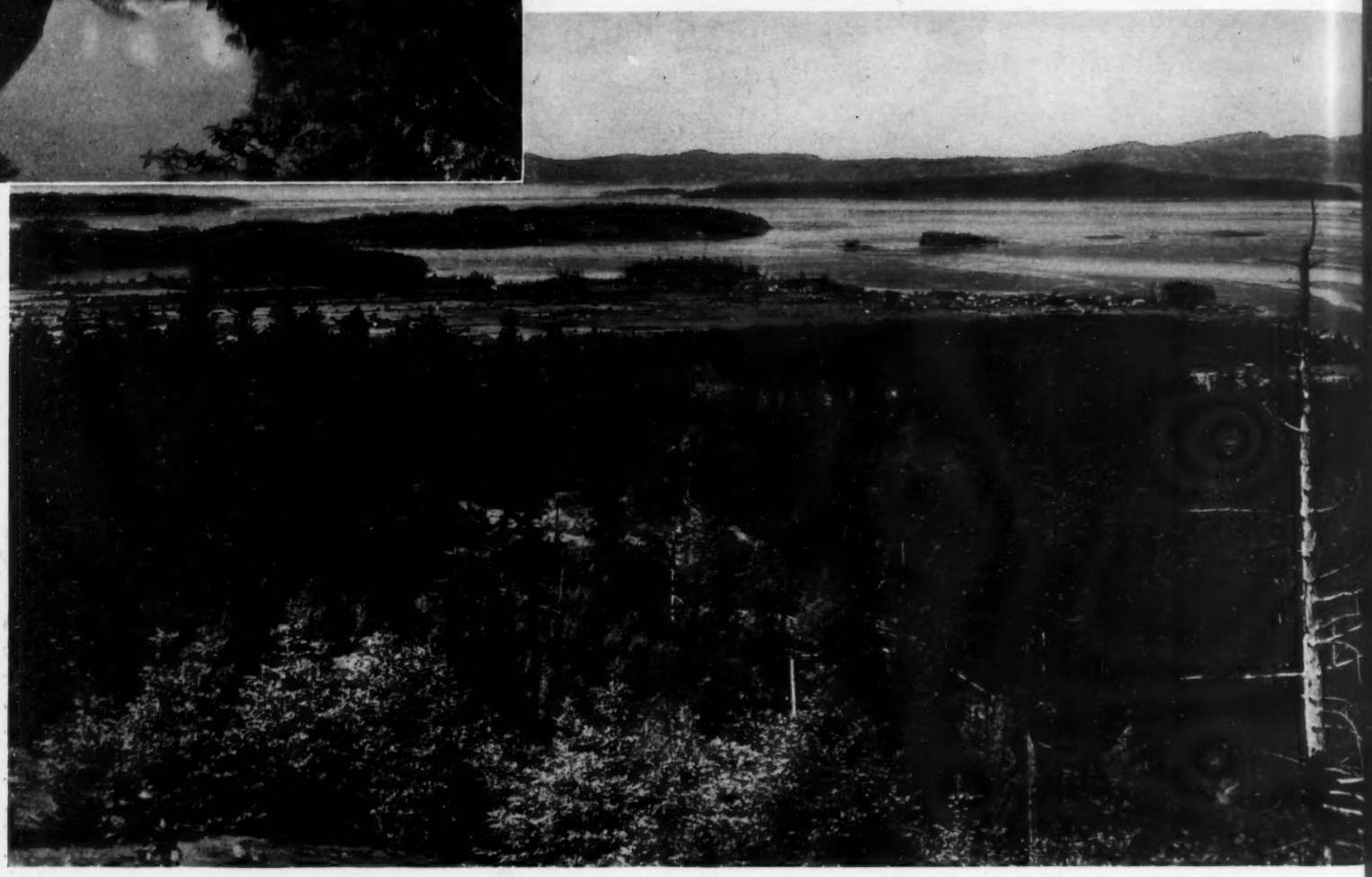
Two new schooners turned up at Cowes late in the summer of 1873, *Enchantress*, a Bob Fish product, and *Faustine*, which John B. Herreshoff had designed and built. Neither raced that year and the former was overhauled and lengthened by White at Cowes during the following winter. Both crossed to Havre in 1874 and sailed in a regatta on July 25th in which *Enchantress* finished fourth and *Faustine* sixth. In the international race from Havre to Cowes two days later, *Enchantress* led most of the time and finished three minutes ahead of *Corinne*, being placed fourth on corrected time. Loubat protested *Corinne* for cutting away the wreck of her broken foretopmast and other gear, but was turned down. A week later *Enchantress* started her third and last race abroad and did not finish.

Nearly twenty years rolled by before American yachtsmen mustered up sufficient courage to tackle the English abroad. In 1893, Royal Phelps Carroll, instead of remaining at home to assist in Cup defense against *Valkyrie II*, decided to take his new Herreshoff 90-footer *Navahoe* to England with young Charles Barr as sailing master. As *Valkyrie* beat *Navahoe* in each of the three races in which they met, Dunraven crossed to New York later in the summer with high hopes for the recovery of the America's Cup. *Navahoe's* principal objective was the recovery of

(Continued on page 118)

Left. Beautiful inlets break the mountainous coast of British Columbia. The entrance to Princess Louise Inlet, an estuary which can be traversed only by boat

The islands of the Gulf of Georgia, which lie between Vancouver Island and the mainland of British Columbia, as seen from Victoria



How and Where in British Columbia

Between Vancouver Island and the Mainland of Canada Lies a Cruiser's Paradise

By JOHN T. ROWLAND

I'M NOT telling you anything when I say that British Columbia offers the most fascinating cruising on this earth. A sufficient number of sailormen and writers, from Stewart Edward White down, have already borne witness to that fact. What I can contribute are some practical hints on how best to enjoy it. And I can spike a few ridiculous but none the less troublesome fallacies about cruising in those waters.

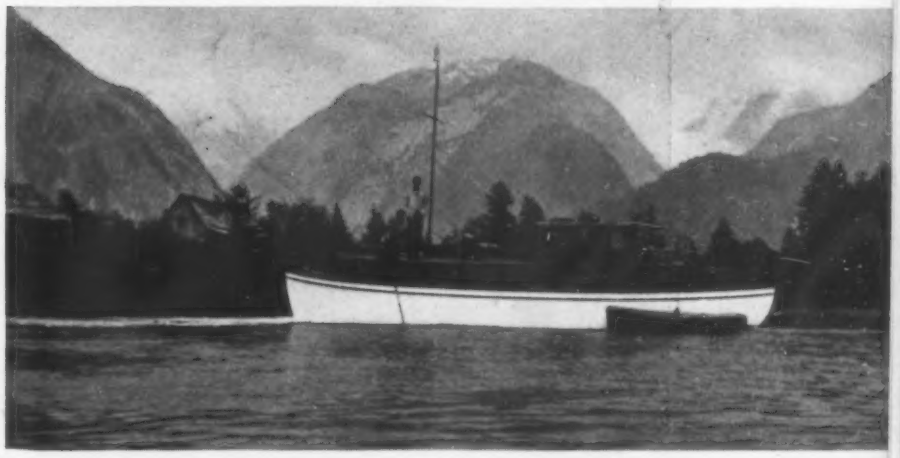
We chartered a small power boat, my wife and I, and shoved off from Victoria early last July. Because our background was that of the Atlantic Coast, the difficulties and thrills of the three months that followed may be of interest.

Our first problem was, naturally enough, to find the boat. I expected to charter what I wanted readily enough, but right there we met our first snag. Truth to tell, the prices were reasonable, when you could get a man to name one. But Victoria is more English than England, and your Britisher has the odd virtue of not liking to mix business with sport. If there is a yacht broker hiding anywhere on Vancouver Island, I did not find him. But I did find that every boat and her owner was known to the elect.

"Well, now, let me see. There's Tom Cringle, V. C., down Cowichan way. He might let you take the old *North Star*. A fine chap — Navy — you'll enjoy talking with him.

Left. For river work a poling boat with outboard attached is useful. Below. "Jeran" anchored off an Indian village at the head of Bute Inlet

Bottom. At the head of Princess Louise Inlet. Guarded by a snow-capped peak, this mountain recess has a peculiarly intimate charm



And off we would dash, *via* motor car, half the length of the island. A lovely cottage at the head of a perfect bay, with Commander Cringle fussing about in tweeds. His bushy eyebrows went up when I stated my business. But the expression relented as his eyes wandered to my wife and settled upon Danny, sitting so erect and dignified between us. Always take a dog!

"Dalmatian, eh? Haven't seen one of those for years; used to trot behind the horse's heels. And you drove all the way from New York! Well, come in, come in! But the old boat isn't much to look at, you know."

Nine times out of ten he would be right. But — talk about the whole world, tea under the cedars with the Commander and his charming wife. A warm hand clasp. "Hope you'll find what you're looking for. Drop in and have a meal with us if you're cruising this way!" And back to Victoria for another night of hopes and plans under the hospitable roof of the Empress.

"You know," Mary once confided, "I almost hope we don't find our ship right away. This is so much fun!"

We combed the island and made a trip to Vancouver. There the hunting was better and I came near buying a fishboat hull with a Kelvin motor (English), but discovered in the nick of time that an American cannot own a British-registered vessel. Before I could have used her I would have been obliged to send her down to Bellingham or Seattle and have her documented under the American flag. But I could charter a boat in Canada and go in her anywhere I liked.

Meanwhile, we wanted to get afloat, so I ended by accepting the virtual gift of a boat for the summer from a friend who was going home to England. *Jeran* was a pretty little double-ender, very much on the whaleboat model, with a trunk cabin and enclosed pilot house. She was nearly the ideal small cruiser, but she had not a scrap of sail. This was disappointing, but I felt that fate had been kind to us and I had no right to complain.

From Victoria we cruised northward through the chain of islands that fringe the east shore of Vancouver Island for about 75 miles. They are of all sizes and shapes, not unlike those which form the thoroughfares of the Maine coast. Indeed, the country has much the same aspect until one looks at the snow-capped mountains in the background. At Nanaimo these lesser isles terminate and one debouches on the Strait of Georgia, separating Vancouver Island from the mainland of British Columbia. This is only about 30 miles across and looks even less because of the high peaks that hem it in, but we found later that it had a capacity for getting rough. This is due chiefly to the tidal currents which create

The north entrance to Dodd Narrows, on Vancouver Island, in a friendly mood

tide rips in unexpected places. However, the storm wind in summer is the sou'wester, which gives ample warning. With harbors so plentiful, there is little excuse for getting caught out.

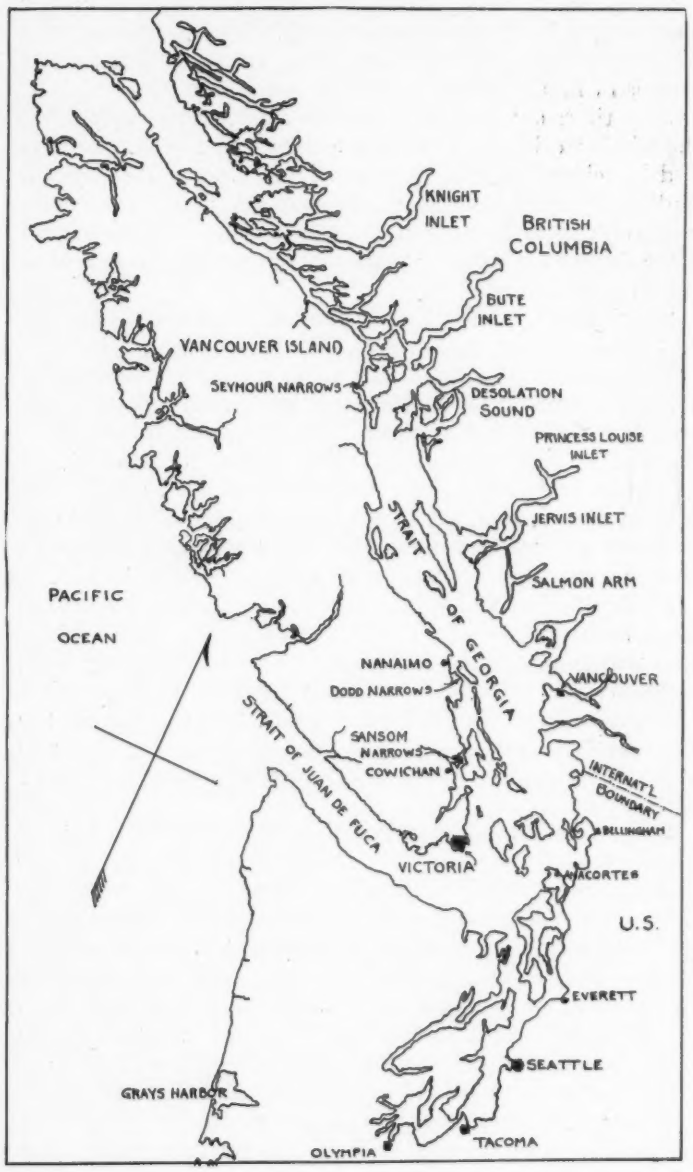
Power is certainly essential but, in our experience, sail would have been a great help. This is contrary to the local opinion, which regards sail as not only dangerous but obsolete. Nevertheless, we actually had good sailing breezes 75 per cent of the time. Better than Long Island Sound. Sail would have saved gas and added to comfort in a seaway and, more important still, would have contributed to peace of mind in places where an engine breakdown might well place one in an awkward fix. I am still of the opinion that a good auxiliary is the ideal boat for these (as, indeed, for most other) waters. And, to spike another local fallacy, I do not believe that high power is either necessary or even especially to be desired.

The reason for this is interesting and rather peculiar. There are a number of narrows where swift tidal streams will be met. This holds true especially of the long inlets on the mainland side. Offhand, it might appear that high speed would be required to buck them. Actually, however, the overfalls in these narrows are so wicked that no small boat can negotiate them in safety except at slack water — at which time a row boat may pass through. Since these narrows are short and the currents elsewhere are not particularly swift, a cruising speed of seven or eight knots is ample.

I am speaking now of small craft. Naturally, when one gets into the realm of motor yachts the picture changes. A wicked head sea for a 30-footer becomes a mere chop to a full-powered yacht 75 or 100 feet long. But even such a ship will need to bide her time at the worst narrows. I was told that an 80-foot logging tug had disappeared in the whirlpools of the Skookum Chuck when she had attempted to run it at full current.

A gentleman in Seattle has recently started an interesting enterprise which consists of chartering vessels fully equipped, and with competent masters and crews, for cruising where you will on the coasts of British Columbia and Alaska. This may not appeal to the man with plenty of time who likes to find his own way, but it will be a boon to those with short vacations and long purses. If this reads like an advertise-

(*Continued on page 128*)



What Course to the Eastward?

By ALFRED F. LOOMIS

Part II

IN THE long record of yacht racing from America to Europe there has never been, I venture to say, an event as interesting as that planned from Newport to Bergen, Norway. From both the sailing and the navigational viewpoints it is not only interesting but it is exceedingly perplexing. Competitors will be faced with a dozen problems which have not entered into other races, and on the best solution of these problems, plus the usual essential element of luck, victory will rest.

Here are a few of the perplexities that occur to me in prospect. Heaven only knows what special ones will plague each competitor as the yachts plunge east and north.

The shortest course, a composite great circle, leads close to Cape Race and then in a wide sweep north of Scotland and close to the Shetland Islands. From the starting point it is only about a day's run longer to Bergen than it is to Plymouth. But the difficulties which beset this course are many. In June there will be ice in the vicinity of Cape Race. For a third of the way there will be the likelihood of 40 to 65 per cent fog, and then for the next third there will be 20 to 30 per cent fog. It will be as cold as blazes. As the high latitudes are reached there are increased chances of the wind's coming out ahead.

So who wants to sail the shortest distance? Somebody may, however, and win the race.

By sailing a course a hundred miles or so longer, the danger of ice and fog is lessened, but such a course closes with the land in the British Isles, and we all know the variability of winds in proximity to land. The Pilot Chart for June shows 9 and 10 per cent of calm due west of the Hebrides — a sharp jump from the prevailing low percentage in mid-ocean. And who knows but that somebody sailing the longest course of all — one which follows the Gulf Stream for three-quarters of the way — won't pick up a ranting westerly or southerly in mid-Atlantic and carry it right up to Pentland Firth — that swift strait that separates the Orkney Islands from Scotland?

Who knows, for the matter of that, that there won't be a foul tide in the Firth, running at close to eight knots and leveling the chances of a yacht that has come within a day and a half of the finish with six hours up her sleeve?

Yes, there's plenty to worry about.

It would, of course, be pretty soft if each entrant in the race could drop down to South Street or to T Wharf, hail a packet skipper and say: "Hey, Cap, how is it to show me your track chart and give me the hot dope on the best course to Norway?" But we're at least fifty years too late for first-hand information of this sort. Except for our own limited experience in Transatlantic sailing, we have to get our dope from the books — and they're almost as scarce as packet rats. Even Matthew Fontaine Maury, the outstanding authority in the days of America's sailing supremacy, whose name is memorialized on every issue of the Pilot Charts — even Maury is somewhat sketchy when it comes to Transatlantic routes.

Here, for instance, is what he said in an explanation of his sailing routes published in the late fifties: "All passages over twenty-eight days are excluded from these tables for the reason that *this route, of all others, across the ocean is best understood*, and that nothing is to be gained, in a practical way, by the study of long passages on such a voyage." The route is that from New York to the English Channel. The

Ellsworth Ford

Good helmsmen and careful steering make the navigator's task easier

italics are mine. The route was so well understood that nearly everybody forgot to describe it in type. As to the route northabout, which concerns us in the Norway race, not a word of it do I find in combing through two heavy volumes of Maury. No doubt it was just too commonplace for words. But in a modern volume entitled "Findlay's North Atlantic Pilot," which costs exactly $11.85 more than I had in my pocket when I stopped in to look at it at Negus's, I found a sailing route northabout which closely corresponds with the great circle course for steamers to the north of Scotland. That helps a little in brushing away the perplexities, except that so far as I am concerned the steamer route takes one a bit too close to the variable belt in which the westerlies give way to the Arctic easterlies.

But to return to Maury. He also says: "I have not observations enough to the north of 45° and west of 45° to speak of the advantages or disadvantages of making that part of the ocean a greater thoroughfare than it is." Well, that part of the ocean which is north of Latitude 45° and west of Longitude 45° is the Grand Banks, home of fog, resting place of icebergs, and hunting ground of steamers ploughing gray seas at too many knots. Maury's remark, taken in conjunction with the one previously quoted, leads me to suppose that sailors in the Golden Age didn't like the Banks. They made golden dollars transporting passengers and freight from America to Europe as fast as the Lord would let them, and if they habitually followed the Stream west and south of 45° (as I shall presently quote from Maury to show that they did) then it must have been that they made faster passages that way.

Ellsworth Ford

Spinnaker and ballooner pulling like a team of horses, foresail stowed and squaresail on deck, the schooner drives along to the eastward

It is a pity, however, that "Bully" Samuels, garrulous old cove that he was, didn't include the abstracts of a few logs in his autobiography to show the way to dubious amateurs. He, successively master of the packet *Dreadnought*, and of the yachts *Henrietta* and *Dauntless* (to mention only these three) might at least have written, "Give me the Banks in December when she blows a gale of wind, but give me the Stream in March when there's ice afloat, and watch my smoke in June." To be sure, he did take the *Henrietta* across the Banks in December, and he followed the Stream in March in the *Dauntless*, and there is a record in Maury of one passage of the *Dreadnought* in June by a middle track — but it would be more convincing if we knew by his words that he chose those three courses because they were the best for those different months of the year.

But again to quote from the meager observations of Maury pertaining to the route that was best understood in the days of clippers and packets. He said that for east-going vessels gales are more favorable in the Stream than they are farther north, and I take him to mean that if one is looking for wind (as racers are) it will be carried longer in the Stream than it will be farther north. This interpretation of Maury's words is borne out by a rather extensive survey of fast passages of east-going yachts that I have just completed. More than half the five-day runs listed in this month's "Lee of the Longboat" were logged in the Gulf Stream between the fiftieth and the twenty-fifth meridians below the forty-eighth parallel; while the logs of several yachts that have taken the northerly route to England show inconstant winds in the high forties and low fifties. The indication is that yachts taking the Gulf Stream passage found more consistent fair winds; but the fact that less than 25 per cent of the yachts went "north of 45° and west of 45°" leaves something to be desired. For the sake of the comparison the question is not so much, "Why didn't the other 75 per cent of them cross the Grand Banks?" as "Would they have found better wind if they had?"

Another quotation from the authority who charted the ocean traffic lanes: In his brochure advocating the establishment of steamer tracks across the Atlantic Maury said that the eddy west-going north of the Gulf Stream sets on the

(*Continued on page 122*)

Longitude	70°	65°	60°	55°	50°	45°	40°	35°	30°	25°	20°	15°
Maury's mean of six fast passages....Lat.	39.8	40.1	40.7	40.9	41.3	43.2	44.2	45.8	47.0	47.9	48.5	49.0
Maury's mean of seventeen passages....	39.8	40.0	40.7	41.1	41.7	43.1	44.3	45.8	47.2	48.2	49.3	49.6
Mean of three passages of ship *Ashburton*....	39.6	39.9	39.9	39.7	39.2	40.8	41.8	44.0	45.8	47.6	48.5	48.8
Track of the packet *Dreadnought*....	40.8	40.5	42.3	43.0	44.3	46.8	47.5	48.8	49.3	49.5	49.5	49.5
Dorade's track to Norway in 1933....	41.2	42.1	42.6	44.0	44.7	46.2	47.6	49.2	51.2	52.7	54.9	55.2
Maury's computed track....	41.2	42.8	42.8	44.3	45.7	47.2	48.5	49.6	51.2	51.2	51.0	50.7

Galley Gear

Being Some Random Notes Concerning the Problems of the Cook Aboard a Small Boat

A well-equipped galley in a modern motor boat — compact, but with enough room to work

Below. The coal range is secured on top of the coal bunker and has a skylight over it. Metal sheathing on the woodwork means easy cleaning

CONSIDERING the acute differences of opinion among sailormen about everything connected with a boat, it is surprising that we have ever arrived at any standardization, even to the extent of having throat and peak halliards belayed on opposite sides. Cruising men argue violently about square sail versus spinnaker, cabin layout, and the thousand and one details of their ships. Sea cooks, too, have their own opinions about matters in their department and each one is apt to think that the others are all doing a rotten job, though he may grudgingly admit that it is an achievement to do any cooking at all with the silly galley arrangements which others provide. Even the location of the galley is a matter of dispute. One school declares that, as most of the cooking is done at anchor, the galley should be forward, where the natural current of air below deck will carry all odors forward out of the cabin. They object to having it aft, saying that entering the cabin through a messed up galley is like going into a house through the kitchen. With the galley forward, anyone going below may do so without squeezing past the cook. Adherents of this school do practically no cooking under way, preparing breakfast before the anchor is weighed, serving a cold snack in the middle of the day and starting dinner after reaching port. And for many men, whose sailing consists mostly of daylight runs, this works out fairly well. When they are caught out in a blow in which they cannot cook, they live on can opener food.

The opposition, who have their galleys aft, are loud in denunciation of this school. They declare that there is no necessity for a mess in the cooking department and deny that any unpleasant smell is connected with any of its operations. They point out that the cook has a thankless job at best and that he should not be isolated from the rest of the party for all the hours he is at work. Some owners like to cook and want to be near the companionway so that they can keep an eye on the helmsman and on other craft. With the galley aft, food need not be carried the length of the cabin if meals are served in the cockpit and, most important of all, the motion aft is less and cooking easier in all weathers. In really bad going, they say, everything forward is battened down and there is no

chance to ventilate a forward galley while one aft gets a certain amount of air through the companionway. With the galley aft, the cook can work at any and all times and can serve hot meals three or four times a day. For the seagoing cruiser, therefore, the place for the galley seems to be aft.

Having compromised with both schools, let us go on to consider stoves, merely stating first the opinion that, no matter where the galley is located, cookie should have a place to sit down while at work, especially when on a cruise or race offshore. This business of having him brace his head against the sill of the cabin trunk so that he can have both hands free is pretty tough, and he is apt to go ashore at the end with a bruised forehead and both hips black and blue, to say nothing of skinned knees and elbows and an extra collection of burns.

The traditional marine stove is a coal or wood burner designed and built for service afloat, and generally made entirely of cast iron. Theoretically, it should stand athwartships so that there will be no danger of the fire spilling out on an extra heavy roll, nor of things flying out of the oven. The flat top gives a good deal of surface for cooking, and a coal stove is fine for keeping a pot of coffee hot for a mid-watch "mug up." In cold or damp weather, its heat keeps the cabin dry and warm and wet clothes may be hung up near it for drying. It is built in many shapes and sizes and usually has an oven.

But it has disadvantages. If the uptake gets a back draft out of a sail, it is hard to make the fire burn decently. This uptake must be carefully insulated from the woodwork, where it passes through the deck, with a water iron or some such contrivance. When not carefully tended a coal stove may make soot and dirt which gets all over the boat, inside and out, and many stoves are slow in getting up to a good heat. (A small rotary blower is a great help.) In the smallest sizes, the fire pot is so small that it carries only a hatfull of coal; consequently, the heat is hard to regulate and the fire requires a lot of attention. And on a hot day in midsummer, the stove gives out so much heat that it makes the cabin uncomfortable.

All woodwork near the stove must be well insulated, with an air space and asbestos sheets, and covered with metal — Monel or one of the rustless alloy steels. This must be done with any stove no matter what fuel it uses. Have metal under it, too, as the space below the stove is a good place to put a sizzling hot frying pan.

Coal ranges may be had with removable kerosene burners, which is a good combination. As a rule, however, the fire brick in the firepot must be removed before installing the oil burner to give enough room for the flame. The burner must be preheated on starting up.

Alcohol stoves are handy and clean and give a hot flame, but the fuel volatilizes easily and there is always danger of an explosion if there is a leak. Water, by the way, will extinguish an alcohol fire. The alcohol burner has to be preheated when starting up and the newest types have an asbestos lined trough under the burner for this purpose. A small quantity of alcohol is allowed to flow into this trough by cracking the valve for a moment, and is then lighted. In a few minutes the burner is hot enough to vaporize the fuel. The control valve is then opened and a match applied to the burner. It gives a hot blue flame and may be turned down to a mere point of flame, burning thus indefinitely, if desired. The fuel tank may be placed on deck or in other position approved by the underwriters. It carries about eight and one-half pounds air pressure which is put on by a bicycle pump. The holes in the burners are fairly large and do not choke up. Other popular models have gravity feed.

When you buy the fuel don't get the everyday denatured alcohol, the kind with formaldehyde in it, or cookie and any of his helpers will feel the nauseating effects when this is burned. Pay a few cents more a gallon and get the kind used in chafing dishes. It smells like grain alcohol and does not generate harmful fumes when burned.

Another favorite type is the kerosene stove. This, too, has to be preheated before lighting, and it is better to use alcohol for this rather than gasoline, as the latter is apt to smoke and gum the burner. The alcohol may be kept in a priming can as but a small quantity is needed at a time. This type has burners much like those of the house gas stove, so do not confuse it with the old-fashioned wick stove, which was an abomination for smoke and stink and its habit of covering the entire galley and cabin with soot when the cook turned his back for a couple of minutes. With care, the burners should need little cleaning. Any cleaning should be done with the tool supplied with the stove.

A popular range uses bottled gas. These look and act like the everyday gas stove in use ashore, the fuel supply being carried under pressure in cylindrical tanks. A tank lasts for quite a while and filled tanks may be obtained at a number of ports. If planning a cruise, it will be well to look ahead and arrange for delivery of any tanks needed. These should be stowed on deck or the underwriters will have a word to say. These gas stoves are nice to use, but be sure to turn off the supply at or near the tank when finished with the stove. Some of the bottled gas is odorless so that it is impossible to tell when it may be escaping. At least one brand of gas has a foul smelling ingredient added to it to make sure that a leak will not go unnoticed.

Some boats have gasoline stoves. These give a hot flame when they are working well but at times are apt to cut up in rather terrifying ways and they require a lot of cleaning, the soot having to be pushed out of the small holes in the burners with a special tool. Heaven help the unfortunate cook who loses this tool and has to improvise one out of a sail needle with a half wornout file!

The coal stove stays put and so do most of the other types so that pots and pans have to be lashed in place when there is much motion. If the boat is going offshore, it will pay to have a stove in gimbals for cooking in bad weather. This may be either a one- or two-hole affair. The one-hole stove usually has a full set of gimbals so that it may swing in any direction. The frame should have four legs, set well away from the stove to let it swing freely without fetching up on a leg. The two-hole stove is generally fitted to swing athwartships only, or may have a limited range of motion forward and aft.

Some folks like a fireless cooker, in which the food is stowed hot, to go on cooking all day. To start a meal in one, however, really needs a four-hole stove as not only must the food be started cooking (it must be piping hot when put in the cooker) but two soapstone slabs for each pot have to be heated at the same time. But those who use them think them a great convenience.

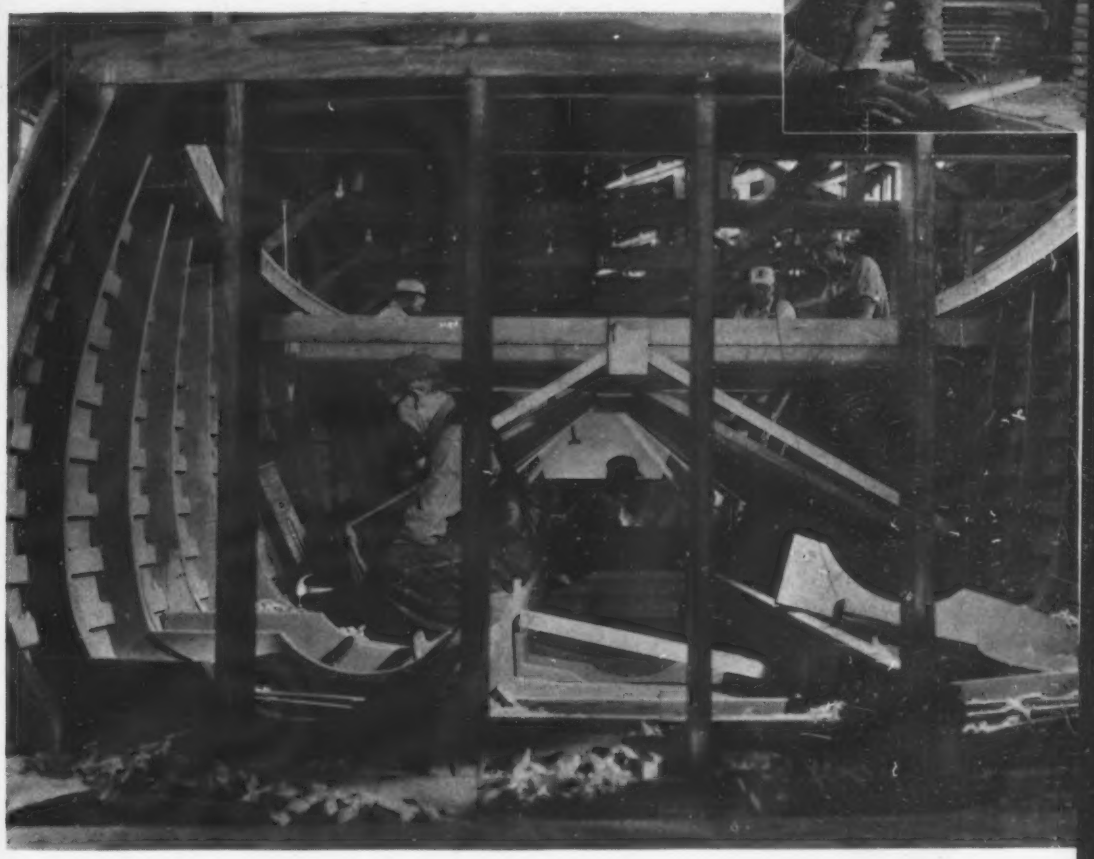
Our British cousins have a good deal to say about pressure cookers but I know of none used afloat over here. These shorten the cooking time tremendously, but you need a special cook book to use one intelligently. But, then, a good deal of British cooking is pretty terrible.

In spite of all the cook's care, there is always a chance of a fire in the galley. A frying pan full of grease may upset on the stove and ignite, making a stubborn blaze, or there may be a failure of the stove which will allow burning fuel to flow out into the galley. Some means must be prepared to fight fire and to extinguish it quickly. If the boat has a central tank of fire killing gas or liquid, have a nozzle or two in the galley; if individual extinguishers are used, have one or two handy. Put them where they can be reached instantly, but not near the stove or where there would be any flame. On the

(*Continued on page 125*)

Building the Standardized Cruiser

Power boats, like automobiles, are built on production lines, but hand labor, of necessity, is used in assembling. An intimate view of cruiser construction at the Chris-Craft plant



Above: Skilled craftsmen putting in engine bed and laying the deck of a 30-foot cruiser at the same time. Insert. Oblong cabin windows being shaped in quantity. Left, top to bottom. Screw-fastened planking, with the heads countersunk and plugged, entails much work but permits a beautiful hull finish. Setting up the frame on the keel of a 25-foot standardized cruiser. Fitting the floor beams alongside the engine bed

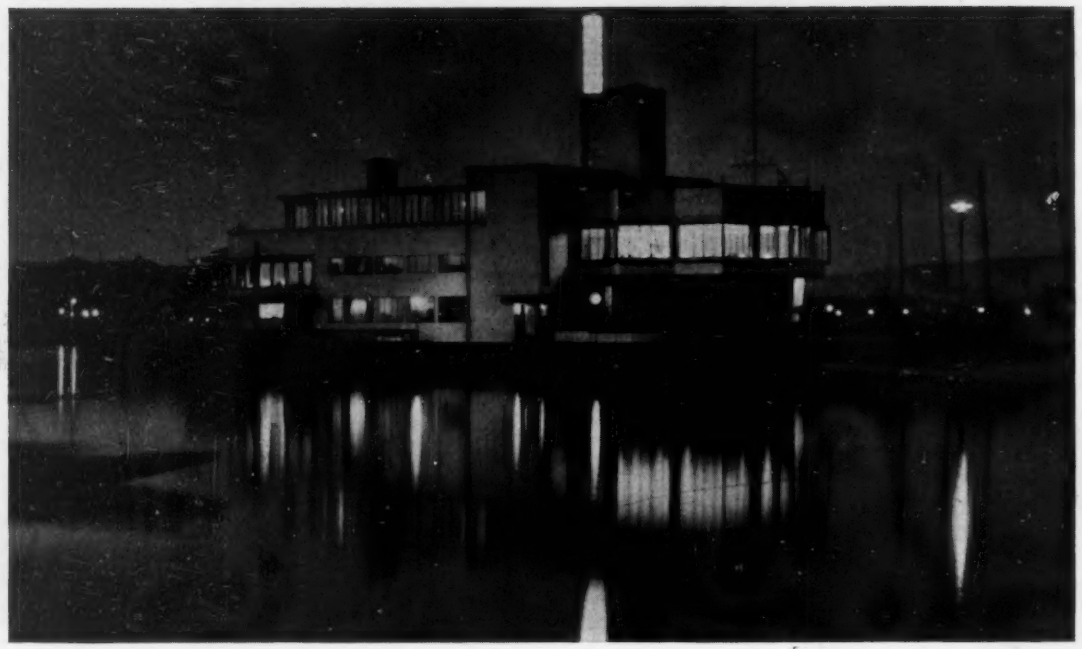
Right. Motors are as important to the boatbuilder as to the automobile manufacturer. Only after hours of block testing does one go into the hull. Jay Smith, President of Chris-Craft, inspecting a new Kermath Ford V-8 installed in a 19-foot runabout

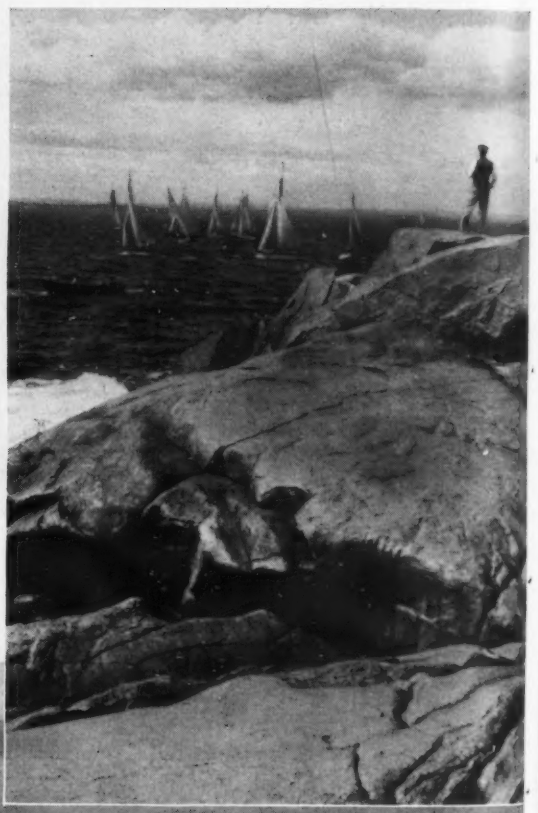
YACHTING

On the Rocky Coast of Norway

Which American yachtsmen sailing in the Newport-Bergen race will visit. Already several entries for this long Transatlantic event have been received

Photos courtesy of G. Unger Vetlesen





Evening at the modern clubhouse of the Royal Norwegian Yacht Club, Oslo. This organization will handle the finish of the 3050-mile race. Top. Six-Metres racing off Hanko, on Oslo Fjord. Right. The rocky islands off Hanko give a fine view of the racing fleet. Below. The city of Bergen, on the picturesque west coast, off which the yachts will finish

On the Building of a Yacht

Part III—A Discussion of Some General Problems of Ownership

By HENRY B. NEVINS

HAVE not discussed centerboard boats. The general construction is the same as that of keel boats except that, inasmuch as the centerboard trunk and slot divide the boat in the middle, adequate provision must be made to compensate for this loss of strength. As a centerboard boat is certain to have less deadrise, or depth, headroom must be obtained by fitting a big cabin house, which cuts the deck and beams, thus necessitating compensation by larger clamps and shelf and more hanging knees.

Fastenings and Electrolysis

The choice of material which should be used in fastenings and underwater metal work is a subject which one must approach with a good deal of modesty, as no one is in a position to express an unqualified opinion. Those villains, corrosion and electrolysis (galvanic action), step in and make trouble and nobody knows what they are going to do.

Galvanic action, or electrolysis, is the generation of an electric current by the submersion of two different metals in a corrosive solution, causing the disintegration of one of the metals. Copper and zinc cause as active an action as any combination of two metals; but submerge any two different metals in salt water and one will, so to speak, start eating up the other. All kinds of phenomena take place. For instance, if a copper sheathed vessel anchors near a steel one, the plates of the steel ship will start rusting like mad, and if the vessels are berthed alongside for a considerable period many years of use will be taken from the steel plating.

In a wooden sailing yacht, this action on underwater metal work is usually slow, and if proper judgment is used in the selection of metals little harm is done for a number of years.

Any electric current turned into the water aggravates electrolysis, so the modern boat, with her radio grounded to the water and a complete electrical system aboard, with shaft, struts and propeller, presents a problem which has not existed in the past.

Temporary zinc plates, liberally used on or near such vulnerable objects as struts, will attract the galvanic action to themselves and protect other less susceptible objects. These are to be renewed as soon as eaten up. They are not always 100 per cent efficient, but are a great protection in the majority of cases and their use is advisable. In a power boat, the problem is infinitely more complicated by the strut, shaft, propeller and stern bearing, each of which is probably made of a different composition of metal.

The use of a composite metal which has much zinc in it is to be avoided. The fact seems to be that each molecule of each metal in a mixture retains its identity and, if electrolysis takes place, the zinc will be eaten away, leaving the metal a sort of sponge with no strength. The thing to aim at is the use of only one kind of metal all the way through, if possible; that metal should be not composite but a pure metal.

If one could afford it, Monel metal, which is highly noncorrosive in itself, would be ideal for castings, bolts, fastenings, shafting, etc. But all screws, bolts, etc., would have to be specially made and the cost would be prohibitive. Everdur, which is 96 per cent pure copper with 4 per cent manganese and silicon, is a very strong metal, reaching a tensile strength of 100,000 pounds to the square inch and one which lends itself to making into castings. It is about as expensive a metal as one can afford to put into a boat. It is not entirely immune to attack but it does not decompose, being free from zinc and, as long as there is a bit of it left, it retains its original strength.

Pure old fashioned Swedish iron is resistant to corrosive action but is almost impossible to procure in any of the forms necessary. So far, Everdur seems to be pretty good, and the best we can do.

Scantlings

By way of comment, I think we are in an unfortunate position regarding scantlings for cruising sail boats — and for racing sail boats, too, for that matter. As I understand it, the decision as to whether a boat may be admitted to an ocean race rests on the judgment of a committee. This seems provocative of argument and dissatisfaction and steps should be taken by some authority, or all the authorities together, to formulate regulations which would ensure adequate strength. Some time ago I drew up a set of scantling rules which are simple, adequate and not excessive in their demands. No doubt they are not perfect, but they would offer a beginning if such a movement were started.

The ideal to be attained, and it is by no means impractical or impossible, is that racing boats should be built to a scantling rule which provides ample hull strength for any service the boat may be put in, so that, after her life as a racing boat is over, by the installation of an auxiliary engine and the addition of more luxurious and comfortable interior fittings, she may be a perfectly able, safe and satisfactory cruiser.

On Purchasing a Boat

If you should be thinking of purchasing a second hand boat, find out who designed her, who built her, if possible, who her owners have been. Then look at her stem and stern. If permitted, bore some small holes at the right places, watch and save the chips as they come out to see if the wood is sound inside. If the paint does not stick in some local place, this is suspicious, as rotten wood is always wet and will throw off the paint. Examine the deck around the mast hole where the water may have worked in between the partners and the decking. Look behind the icebox and below it, and around the mast step. These are the places where rot appears in most boats.

No stigma need attach to a boat because she has a rotten bow, stern or some other local defect. I can assure you that there is hardly a condition which cannot be made as good as new by a skilful repair man. As illustration, recently a seller advised a prospective purchaser that the stern of his boat had rotted and been renewed. A competent, professional surveyor advised the purchaser that he could find no such evidence. Proof was established and the sale consummated. The prospective buyer need have no fear of a known defect; it is merely a question of adjustment of price.

Precautions

Lay your boat up well in the fall, have the bilges cleaned out thoroughly, ready to paint in the spring so that she will

be clean and sweet for the summer. See that fuel and water tanks are emptied and cleaned out, plumbing and engine drained. Be sure there are no fresh water leaks through any of the deck seams, and have the storage batteries put on charge and discharge during the winter, or they will probably be no good by spring. Alkaline batteries, however, if fully charged in the fall, need no attention until spring.

When you launch in the spring do not sail the boat for a week or so, until the planks have swelled tightly together, or you may do serious harm. A boat is pretty weak unless her joints are tight, and to put her under strain then brings too much stress on the fastenings, which may loosen, particularly in a copper-riveted boat.

If your boat has been hauled out ashore for a full year, over a summer, she is naturally pretty well dried out. Never have her caulked under these conditions unless the caulking has fallen out or become misplaced in the seam. In that case lay in new caulking only very lightly and skilfully. Under these circumstances the dried open seams should be well puttied, and the boat put in the water and allowed to lie quietly at anchor until the planking has swelled. Then haul her out, cut off the putty and repaint. If necessary, make tight any local leak, but the chances are that she will be as tight as she was. If you caulk hard when the plank is dry, more is being put into the seams than the boat was originally built with. When the plank swells, it puts everything under stress and something may give way.

Relations of Owner, Crew and Yard

We have heretofore dealt entirely with the mechanical, practical side of yachting, but to derive the fullest pleasure and satisfaction from owning and operating a yacht, there is another most important aspect which demands the attention and study of every owner.

Yachting, whether you cruise, race, or take long ocean voyages under power or sail, as an avocation or a sport, is a thing unique. There is, for instance, no other competitive sport in which participants of varying physical powers may compete on an equality. An old man of seventy (blessed be the memory of that kindly sportsman, Commodore Ralph Ellis), a young girl or boy of sixteen, or a cripple, may sit at the helm of his boat and not be seriously handicapped by age or physical disability.

To complete the picture and carry through to the ultimate the essence of this wholesome sport, the only professional elements which participate are the professional crews and the yacht yards upon whom you must depend for those technical, mechanical and routine things which the average owner is neither willing nor competent to do.

Many a season has been spoiled, cruise ruined or race lost because of a failure to establish the proper relationship among this triumvirate. There has been, and should be a close relationship between an owner, his professional crew, and a yard; and it should be one of confidence and mutual respect.

If you treat your crew inconsiderately, arrogantly and like ordinary servants (which they are not), you may breed a bunch who have no self respect (because you have taken that away from them), who will take advantage of you in every way possible, and whose only interest is in what they can get out of you. That is a perfectly natural result, a normal human reaction. You lose that fine sense of real service, interest, responsibility, and that intangible something that money cannot buy and which you cannot get in any other way than by fostering it.

For some time this has been a growing evil, and it is getting to be a common complaint that "crews are no good any more." This is not so; there are plenty of good men, but the burden of establishing harmony from bow to stern rests on the owner. He has the power and must use it wisely.

One way to create interest and attachment is to employ your sailing master the year around, giving him something to live on in the winter. The cost will be a very small percentage of the yearly expense in running a yacht, and you will get an interest in the boat and you that will return much more than the outlay. There are innumerable odds and ends on a boat which can be done after and while she is laid up. Let your man do these for his yearly job, and save money on the fitting-out bill.

The man who builds your yacht is a craftsman; outside of yacht building there are few craft industries left. A good craftsman must have, first of all, a basic sense of integrity and pride in his work, or he is no good. He is only secondarily materialistic, which is pretty foreign to the modern trend in practically all industry. This is hard to believe, I admit, but it is true, nevertheless, in yacht building.

Unfortunately, in recent years, there has been a growing tendency among yachtsmen towards a prosaic, materialistic hard-boiled attitude of mind; it will not work, it doesn't fit into this picture. An obligation for a good piece of work performed, or services satisfactorily rendered, over perhaps a period of many years, is not wiped out by a purely monetary discharge of indebtedness. A loyal continuance of support to that yard and the standards it sets is the part of every yacht owner and is much to his advantage.

If an owner has no feeling of loyalty to a yard which may have served him faithfully for many years and, through no fault of the yard, takes his boat away without sufficient reason, is it not natural for the owner of the yard to feel that if this is all that is thought of his efforts, what's the use?

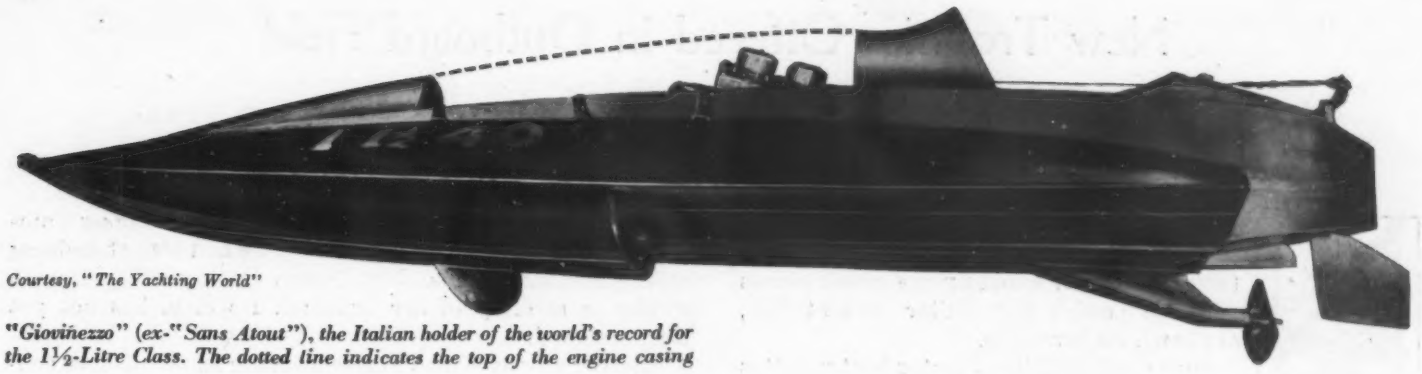
On the other hand, the owner has an obligation to withdraw his support from a yard, not where an error in judgment has been committed, or where, with the best intentions, a mistake has been made, but where deliberately concealed defective workmanship is practiced. Take, for example, the spar sections illustrated in this series of articles — a knee fastened with what looks like through-bolts riveted but which actually were only blind bolts driven a short distance into the frame and the bearing surfaces roughly hollowed out so nothing but thin edges take the strain.

One cannot watch the work being done on his boat. It is beyond the ability of most owners to supervise it, anyhow. In the end, you have to trust your yard. Constant shopping, chiseling and shifting is bound to bring about a strong feeling of antagonism in the better yards, and to increase more and more a tendency towards careless, dishonest work and practices. Keep the yards that have given you a square deal in business and you will not have to worry about this side of your yachting.

The poor and, therefore, probably the cheap boat, is often the bane of yachting. So long as low initial cost is the prime factor in awarding a contract, just so long will we have such boats. Experience has taught that the second or third owner may expect extensive repairs and high cost of maintenance; therefore, the second-hand value is low. Undoubtedly, but undeservedly, the prices of better boats are dragged down by the cheap ones.

If a prudent person is making an investment, he is not apt to go to a broker and ask for the cheapest bond he can buy. The soundness of the security plays an important part in his decision. It would seem that similar prudence should be exercised in the purchase of a boat, which is always a substantial expenditure.

All this last may be thought to be propaganda but, if it is read in the spirit in which it is written, it will be found to contain facts which are vital and essential to the trouble-free, economical and contented participation in a fine sport.



Courtesy, "The Yachting World"

"Giovinezzo" (ex-"Sans Atout"), the Italian holder of the world's record for the 1½-Litre Class. The dotted line indicates the top of the engine casing

Watch for New Records Abroad

Duke of York Trophy in Competition. Field of Fast Racers in View

THE week-end before "Cowes," that is on July 26th and 27th, Great Britain will stage, in the Solent, the first really big international motor boat race meeting in five years. Not since 1930 has there been a race for the Duke of York Trophy — so long ago, indeed, that many have wondered if this one time "classic" event had gone to the wall. But no, the Royal Motor Yacht Club is making this race the big draw of the Jubilee Regatta and has opened it to hydroplanes of the new 28-Litre Class. The whole program should appeal to Americans for it has been modeled on that arranged for Detroit, in September, namely: inboards of 91 cubic inches, 225 cubic inches, 12-Litres (Gold Cup boats) and 28-Litres, also Class C and Class X outboards.

What with the Jubilee atmosphere and the fact that the Paris meeting is a fortnight earlier, American drivers have a pretty strong inducement for visiting Europe in July and August. Already the 225 (4-Litre) Class has caught on in England, and at the time of writing Fred Cooper and others are busy producing boats that will give any Americans in this class a good run. It is more than likely that at least half a dozen British-built craft will be in racing trim by May, using the Gray Racing "Six" or the special racing Lehman and Johnson V-8 motors.

Britain's defence of the Duke of York Trophy will unquestionably fall to Mr. Scott-Paine's *Miss Britain III*, though it is not unlikely that a second British boat, now building, will also be entered. Americans will remember Johannes Plum's *Fantail* hydroplane of 1927. Plum has now found a backer in England and is building a "fast" racer. He intends to employ a single motor, either a 1,375 hp. supercharged Napier, similar to *Miss Britain's*, or possibly one of the 1,750 hp. Rolls units from *Miss England II*. It will be interesting to see if he can confound his critics by demonstrating that his "theory" of maintaining trim is a match for Gar Wood's "hit or miss" methods! *Fantail* was a 38-foot double-ender with an adjustable plane aft.

Sig. A. Valtolina, original owner of the 1½-Litre record holder *Sans Atout*, is building a special boat for the Spreckels Trophy Race in Paris and is banking on reaching over 70 m.p.h. on the straightaway. Which reminds me that Sig. F. Venturi, who bought *Sans Atout* and renamed her *Giovinezzo*, now holds the record with 68.18 m.p.h. Venturi also holds the 24-nautical-mile record in this class. So Italy is still forging ahead and will one day turn her attention to Gar Wood's record.

\+ + +

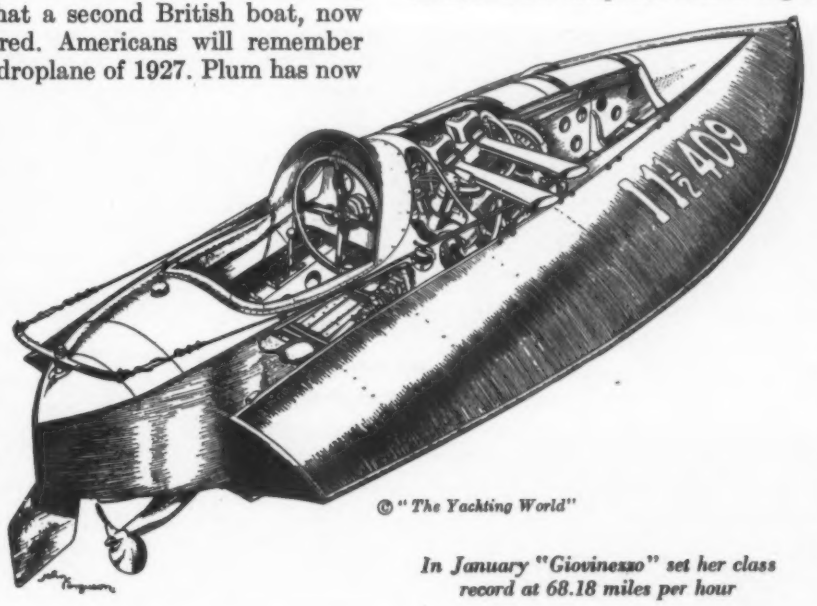
In reviewing the I.M.Y.U. meeting in the January issue of YACHTING, George Sutton skated over one of the most interesting changes made in the world's record rules, namely that which applies to the amount by which any existing figure must be beaten in order to constitute a new title.

	EXISTING RECORD		SPEED INCREASE		MARGIN INCREASE	
Class	*Knots*	*M.p.h.*	*Knots*	*M.p.h.*	*Knots*	*M.p.h.*
A	36.21	41.67	36.48	41.95	+.27	+.28
C	45.53	52.40	45.87	52.75	+.34	+.35
1½	59.20	68.18	59.65	68.69	+.44	+.51
12	74.31	85.51	74.86	86.08	+.55	+.57
Unl.	108.48	124.86	109.29	125.68	+.81	+.82

Hitherto the amount has been one-half knot, but it is now realized that as speeds mount higher and higher so does the chance of error in timing, however carefully carried out. On the proposal of Italy, a new method has been adopted which employs the constant 1.0075. To ascertain the speed which must be attained to break a record, the existing speed in *knots* must be multiplied by this constant. The result may, of course, be converted into miles, or kilometres, per hour to suit any particular country.

The advantage of this system is that the

(*Continued on page 121*)



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In January "Giovinezzo" set her class record at 68.18 miles per hour

New Trophies Offered in Outboard Field

By

GEORGE W. SUTTON, JR.

NEWS is so plentiful in the motor boat world this month that I shall have to treat it in tabloid manner, avoiding my usual excess verbiage (which the Editor doesn't like, anyhow). So here goes.

Such a multiplicity of motor boat regattas and races are being scheduled throughout the country that there is additional interest in the five new trophies recently announced for competition this year. Mrs. Edith Eldridge, widow of the late Commodore William M. Eldridge, for many years chief timer of the American Power Boat Association, has presented to the A.P.B.A. the beautiful stop watch her husband used in starting some of the world's greatest races. It was enthusiastically accepted by the A.P.B.A. and will be known as the William M. Eldridge Memorial Trophy to be held one year by the winning driver in the annual Gold Cup race. Mrs. Eldridge also presented to the A.P.B.A. the Commodore's complete set of racing flags which will be used by the chief timer from now on.

The George H. Townsend Medal, symbol of the high point score for outboard drivers in sanctioned regattas of the A.P.B.A. and the National Outboard Association, has become the outstanding outboard trophy of the country. It has, however, created some discontent on the part of drivers owning only one or two boats and engines who feel that they cannot compete against the comparatively small group who have great fleets of racing outfits. To offset this, Charles E. Rochester, honorary vice president of the A.P.B.A., has presented the Rochester Medal for the driver who, during the season, gains the greatest number of points in A.P.B.A. and N.O.A. sanctioned regattas in only two classes of outboard boats. This is a splendid move but it means an additional headache for your humble correspondent who throughout the year has to tabulate the scores of every driver in the United States for the Townsend, the Colonel Green, and now the Rochester trophies. Another medal has been authorized for the outboard driver who gives the best average performance throughout the season in one or all outboard classes. Thank the Lord the rules and tabulations of this will be done by the National Outboard Racing Commission who are facile with the slide rule and also at dodging hostile demonstrations. Mrs. Aaron DeRoy will present a trophy in memory of her husband. Its class has not yet been assigned.

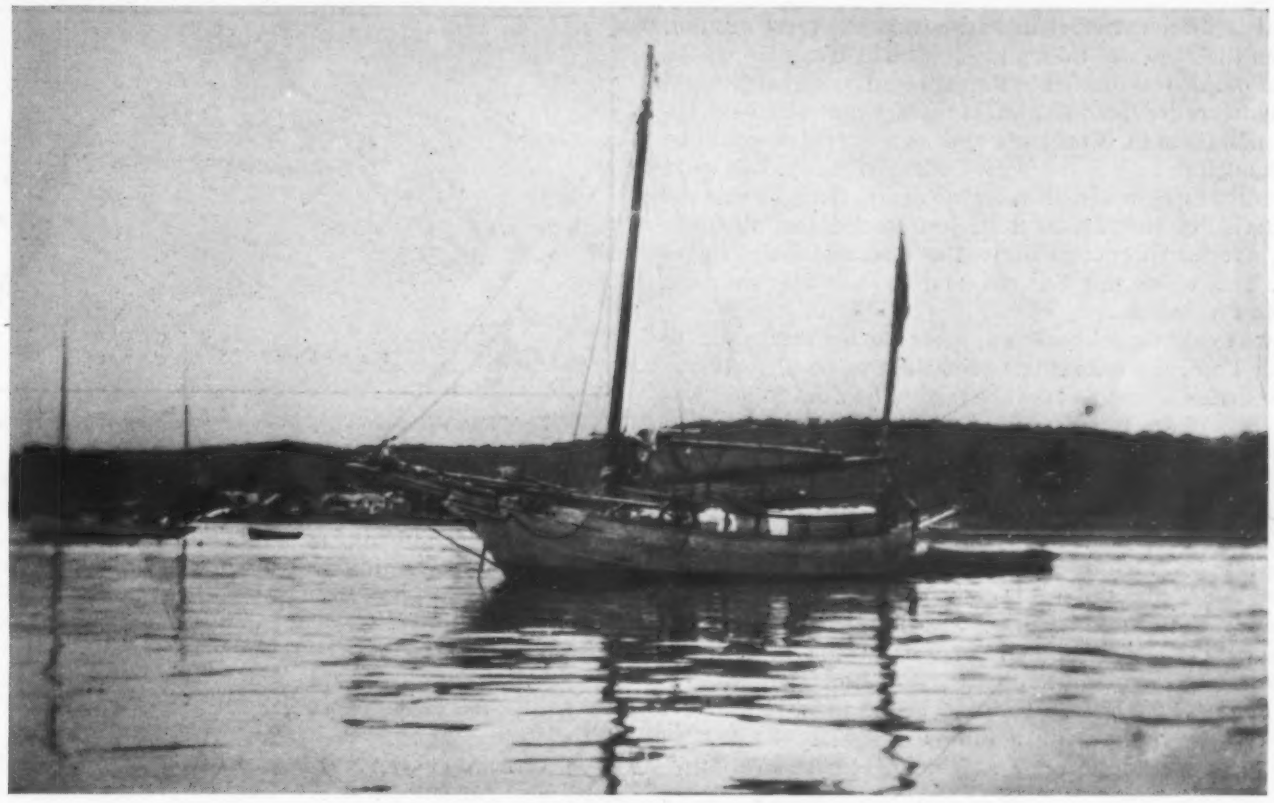
Another trophy which may encourage some exciting contests among the big fellows will be the S. Mortimer Auerbach Trophy, presented to the Absecon Island Yacht Club of Atlantic City, N. J., for boats of unlimited power and hull dimensions. Mr. Auerbach hopes to attract not only the owners of all Gold Cup and 12-Litre craft but the half dozen or more owners of much higher powered boats whose activities are now restricted to the infrequent free-for-all and sweepstakes races.

Affairs in the A.P.B.A. are fairly bubbling and a lot of progress is being made. The first special general meeting of the entire membership in many years will be held on Monday, May 19th, at 6:00 p.m., at the Hotel Lexington, New York, to vote on the complete reorganization already passed by the A.P.B.A. Council. The plan is to divide the entire country into nine regional divisions with ten directors in each division, eight of them elected by the clubs in the region, the other two to be appointed by the A.P.B.A. Council. The present set-up of the A.P.B.A. consists of a small number of groups of clubs in sections, with more than 125 clubs scattered throughout the country which belong to no sections and have no local or regional A.P.B.A. affiliations.

Other matters to be voted on at this meeting will include the adoption of a model motor boat law, which has been drawn up by James W. Mulroy, chairman of A.P.B.A.'s legal and legislative committee and secretary of the N.O.A. Both organizations can bend their efforts toward having it adopted in State legislatures all over the country. There has been a regular rash of unfavorable yachting legislation this year which the A.P.B.A. and the N.O.A. have spent a tremendous amount of time combating — and which is not yet entirely healed. Among other provisions in a law pending in New Jersey is one compelling all sail boats, whether under way or

(*Continued on page 122*)

Joel Thorne, winner of the Townsend Medal for 1934



The yawl "Spray," probably the most famous single-hander ever built

Cap'n Josh Slocum

Part III—A Venture in the Okhotsk Fisheries and the Sale of the "Pato"

By VICTOR SLOCUM

IN HONG KONG the Okhotsk fisheries were well known. The attention of Americans had been called to cod on these extensive grounds as early as 1857, when Captain Turner of the brig *Timandra* made the discovery off the mouth of the Amur River in the Gulf of Tartary. It was not until seven years later that he was able to interest capital in a salt fishing trip which put down a hundred-ton fare in the vicinity of Sakhalin Island. In 1865, six vessels sailed out of San Francisco for these fisheries, and soon after the industry became well established, for all the Okhotsk fleet salted down full fares which loaded their decks nearly down to the water's edge. There was even a 20-tonner in the fleet. When, in 1874, the schooner *Flying Mist* was sent to hunt sea otter off Sakhalin, she found it more profitable to change over from furs to codfish. In 1876, the year before the *Pato* went to the Okhotsk, business increased so that even three-stickers were sent from San Francisco to fish over the side with hand lines.

Hong Kong proved to be a convenient place to fit out. Dories of the Cape Ann model were built by Chinese boat-builders, and fishing gear was easily procured. Enough seal poachers and sea otter hunters to make a fishing crew were on the beach and eager to go on shares. These were of the type that the Captain knew and sympathized with and they got on well together. And then, too, it would give them a chance to prospect again in the North.

With dories lashed down on deck, the *Pato* sailed for Petropavlovsk, the Russian port of entry for Kamchatka. It is on the eastern side of the peninsula, and the run from Hong Kong was 2900 miles. I have noted before that the Pacific is an ocean of long distances. On passing Japan the *Pato* was hailed by some fishermen, out in their big sea sampans, who hove some fish aboard by the tail as the *Pato* passed them. We thought it a good omen.

On entering Petropavlovsk, the *Pato* joined the San Francisco fleet in which there were several old friends, one of them the *Constitution* of South Pacific days. On leaving for the fishing grounds we had as a passenger an old native sea otter hunter. He was almost like a sea otter himself, wrinkled and weather beaten from exposure. Everything was tied on him, even his long and ancient looking gun had the lock tied on with seal gut, and a fork of resting sticks was tied to the fore part of the arm. But no doubt he could shoot straight for all of his looks. The *Pato* came up into the wind off Shumshir Island, in Kurile Strait, and landed him in a dory.

When the *Pato* explored the banks she found good ground not far from Cape Lopatka. In searching for cod banks the fisherman generally follows the trend of the land, or runs in lines parallel to it. The *Pato* was cruising along that way, my father, at the wheel, making a trial cast with a hand line at frequent intervals. The line was ganged with two hooks and, after about two hours' cruising with a light, crisp breeze, in came two cod, one of them the largest caught on the trip. For a trial line this was very good. In came the sail, down went the anchor, and out went the dories. They were two-man dories that laid out trawls radially from the schooner. A trawl consists of a warp two hundred fathoms long with hooks fastened to it, at intervals of two fathoms. It is anchored at each end, and is under-run by the dory crew who pick off the fish and re-bait the hooks as they go along. This

method is the most efficient and covers the most ground.

When the *Pato* was taking in supplies in Hong Kong, the amount of salt was limited to the expected requirements of a small catch of fish for the Manila market, but when she began to pull them in, it began to look as if the catch would be large enough to take to the West Coast profitably. But what about salt? Luck was with the *Pato* again, for here was the *Constitution* of the 'Frisco fleet, just loaded and about to shovel overboard enough unused salt to make the *Pato's* quota. This waste was belayed, and the salt was shoveled into the *Pato's* hold.

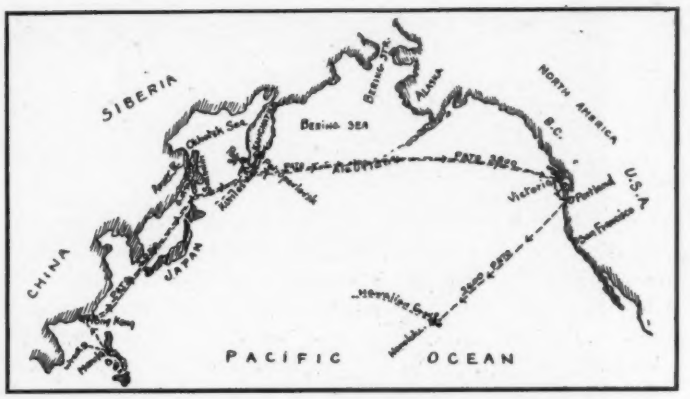
In two weeks the schooner was loaded to her marks and, as the San Francisco quotations continued to be high, it was easy to decide where to take the fare. When the fishing was over scores of sea birds swam about the vessel, cocking an eye in vain for more dinner. The waste from the splitting tables had been a feast for the countless birds, mostly gulls and divers. These last astonished us by their ability and speed under water, using their thin, narrow wings and propelling flippers, making it difficult to determine just where the bird ended and the fish began.

The voyage to Victoria, B. C., was another 2900-mile run, and followed the general curve of the Kurile and Aleutian Islands. This afforded interesting sailing and a great circle track at the same time. At one of the deserted Kuriles, a landing party brought off a diminutive Buddhist temple which was presented to me, and which I regarded with awe and curiosity. Along the Aleutians, stops were made to shoot geese. There were also huge bear on these islands.

On arriving at Victoria, a short stop was made before reaching the final decision to take the fare to Portland, and the schooner was towed up the Columbia by a stern wheeler. On the trip up to Portland, we were amused at the way that our towboat hauled out for repairs, running at full speed upon a sand bank. To get off again, all she had to do was to go full astern on the single wheel until it washed out a channel deep enough to float the vessel.

This was the first cargo of cod to be brought into Portland, but the Captain obtained a credit which enabled him to settle with the crew on the basis of the San Francisco market. Then he decided to ignore the middleman and to sell the cargo himself, going on the road carrying as a sample an honest and unbleached Okhotsk cod by the tail. Bleached cod were on the market (bleached with alum) and, on account of their white and attractive appearance, were at first preferred, so the Captain became a pure food advocate, one so convincing that he won out. He believed in his product and made others feel it.

Though the Okhotsk experience was interesting and profitable, it was decided not to repeat it. The *Pato* was part of the Philippine project which the Captain had in mind at the time of the sale of the *B. Aymar* in Manila. That was to engage in the timber business with China. There were good prospects in that direction for the secretary of the Celestial Navy, or his equivalent in office, had decided to supplant his gorgeous and picturesque war junks with wooden war vessels of a more modern kind. In other words, a new Chinese navy

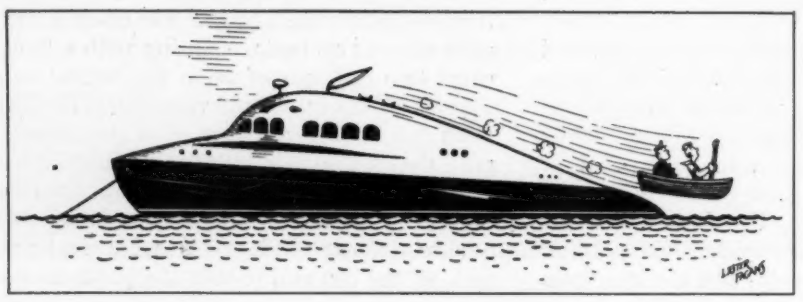


The "Pato's" Okhotsk Sea fishing voyage covered 8200 miles

was being built and prices for Philippine timber were good.

With a view to selling the *Pato* in the Hawaiian Islands, we sailed to Honolulu, and there the family were again settled ashore. During this time the *Pato* made several inter-island trips, and the chance to sell her came about in an unexpected way. The crack mail schooner, *Hilo*, had just left the dock and was well out of the narrow coral entrance to Honolulu, when a belated sack of mail was rushed down, but the vessel had gone. There was consternation, of course. As the *Pato* was casting off her lines, my father joined in the spirit of the occasion by calling out: "Heave it aboard here, I'll take it out to her." Beat the *Hilo?* Nothing like that was ever heard among the Islands, but the messenger, who thought he saw a joke, handed the sack over. The *Pato* cast off and made sail amid cheers from the dock, and then a piece of sailing took place which was never appreciated by the onlookers. The wind was blowing in gusts from the mountain slopes. One such gust had just passed the *Hilo* and she lay rolling with flapping sails. As the *Pato* cleared the reef, she picked up the beginning of the succeeding gust, which heeled her over, and drove her with great speed toward the nearly motionless *Hilo*. The throng on the beach saw the *Pato* bearing down on their champion like a train of cars. Then she blanketed the *Hilo* and the sack of mail was tossed aboard. The *Pato* was more than a match for the *Hilo*, anyway, for the *Sappho* stuff was there, but it took the turn of a spectacular race to make her reputation. A victory such as this could not be kept out of the papers, and the fame of the *Pato* was spread abroad. Finally the Captain received an offer in gold which met his approval, and he at once engaged passage to San Francisco in the German bark *Christine*, about to sail. We were all on board on sailing day, when a hitch developed in the proceedings. The planter who was buying the *Pato* attempted at the very last to substitute silver, which was low in exchange, for the gold agreed upon. For this adjustment the sailing was held up an hour while negotiations proceeded. At last the Captain came striding down the dock with the bag of gold. My mother was sitting on deck in a wide rattan chair when the bag was tossed in her lap with "Virginia, there's the damned schooner."

(To be continued)



A practical use for streamlining

Ewing Galloway

The Star in the foreground has the new rig, while the distant one carries the old sail plan. A number of the latter are still racing in the United States

Looking Forward to the Olympics

Star Class Developments in Europe Threaten American Supremacy

By GEORGE W. ELDER

WITH a quarter of a century of uninterrupted progress to its credit, the International Star Class has just passed another milestone — the eleven hundred mark in yachts — on its long road to world-wide development. In fact, with 1140 boats at this writing, it is now well on its way to the next milestone. This recent increase in building — some seventy odd yachts have been added within a few weeks — comes from across the Atlantic. With the Olympics looming up on the horizon, Europe has gone Star mad. Central Europe, a heretofore undeveloped territory, is now a center of Star activity and Stars are being built and fleets organized everywhere on the continent.

The next Olympic yachting events will be held on the Bay of Kiel, from August 4th to 15th, 1936. Germany realized only recently that she had but one depleted Star fleet at Hamburg from which to select an entry. Hamburg began to build Stars, and Kiel, Bremen and Berlin followed, with from six to ten boats each. The German Navy followed the example set by Italy and has ordered eight Stars for warships. Holland, equally unprepared in February, obtained a charter for the first of the two Netherland fleets. Roumania is to have a fleet at Bucharest, and Greece one at Athens. Italy continues to build Stars, Trieste and Rome having been granted charters recently. France, the pioneer nation of Continental Europe, is strengthening her fleets in the north and south and her territorial fleets in Algeria. There is also activity in Spain, Portugal, Sweden and Switzerland. Even from England, where the Star has always been frowned upon, Sir William Burton, President of the I. Y. R. U., writes of his interest in the class and his desire to develop it further there.

That European Star sailors are aiming at the next Olympics is obvious. For the past two years Europe has eclipsed all other continents in building new Stars, developing fleets, organizing inter-fleet competition. Our American Star skipper is apt to underestimate the ability of his European brother. He judges him from past performances in the Internationals of two and three years ago, when the Star was new to Europe. The boats sent here then were among the first built and were somewhat crude; moreover, they were unfamiliar to the crews which handled them. It will be recalled that it was some time, in the early days of the class, before skippers from other fleets could even begin to cope with the seasoned veterans from Western Long Island Sound. This has been the position of European Star sailors, but time has changed the situation. And, while developments in Europe have proceeded apace, American Star skippers have been resting on their past achievements.

That the United States needs to build new Stars — many

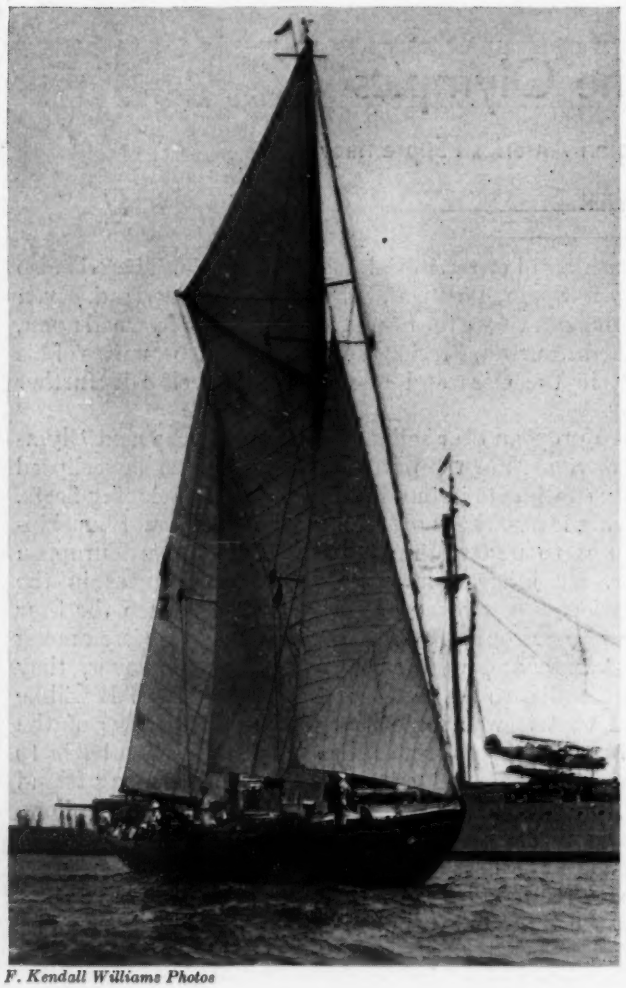
(*Continued on page 119*)

"Vamarie" and "Game Cock" Win

Fine Fleet of Racers in Sixth Annual Event Sailed from St. Petersburg to Habana

By GIDGE GANDY

A flat calm caused postponement of the start and the fleet was sent away in a light head wind. The black schooner "Aloha," the "Venturer," and the three-masted "Azara" are on the starboard tack, while "Aweigh," with genoa drawing, leads "Haligonian." Below. "Vamarie" slipping past the U.S.S. "Trenton"



F. Kendall Williams Photos

MACHINE guns laid down a deadly fire along the finish line of the sixth annual St. Petersburg-Habana Race and leaden slugs spat against the ornamental façade of the Cuban capitol not many days in advance of the scheduled start, Saturday noon, March 30th.

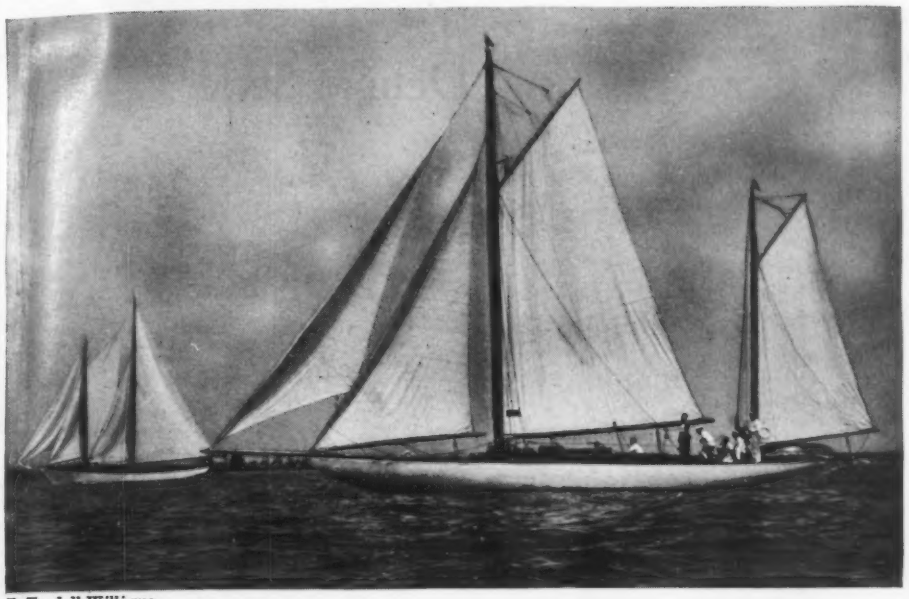
Near the starting line, on Tampa Bay, race entries were tuning-up and, while landlubbers asked dubious questions, skippers and crews, yacht yards and the race committee continued preparations. Then came news that Cuba's revolutionary strike was at an end and that our island friends would be ready to receive the fleet with their usual hospitality.

As the end of March drew near ocean racers arrived in St. Petersburg, the second annual Miami-St. Petersburg Auxiliary Race bringing a fleet of five, led by Commodore Hugh Matheson's big bronze schooner *Azara* which took honors in Class A, while William B. Allen's little *Game Cock* was again the winner in Class B.

Days of properly encouraged cabin-table discussions, nights of dining, dancing and tenor quartettes followed. To the line on the day of the start came the largest and finest fleet ever to sail in this event — twenty-one ships in all — including Vadim Makaroff's piano finished *Vamarie* with her wishbone rig, Lawrence Bailliere's blue cutter *Aweigh*, sailed by Rod Stephens, Spence's Seawanhaka schooner *Venturer* with acres of kites in her lockers, the famous *Haligonian* which has made a fine record in this race, Pape's *San Cristobal*, like *Haligonian*, a Roué design, Newman's centerboard schooner *Shellback*, Mena's new Cuban schooner *Golocamm*, Larry Huntington's little double-ender *Alibi* with the old master himself at the wheel, and a host of others. There were eleven craft in Class A, nine in Class B, while *Azara* sailed in a special class in an attempt again to arrive first at Morro Castle.

A slick calm at the start which caused a half-hour postponement was a bad omen, as many skippers were to learn. In a light head breeze, the fleet worked down Tampa Bay, *Aweigh* being the first to clear Southwest Pass with *Vamarie* close up, followed by *Haligonian*, *Venturer*, *San Cristobal* and *Shellback*. In just what order they entered the Gulf could not be clearly seen from aboard the old *Irondequoit* which made slow progress down bay under her present short rig in the light going.

Wilma Mae and *Duchess* tacked out of Egmont Pass. As *Azara*,



F. Kendall Williams

M. Rosenfeld Photos

The old "Irondequoit," designed by William Gardner and built in 1903, was handicapped in the light going by her short rig. Right. "Aweigh," Lawrence M. Bailliere's blue cutter, took second place in Class A. Bottom. "Game Cock," William B. Allen's little cutter, once more captured first place in Class B

Aloha, Golacamm, Irondequoit, and *Eloise A* were working out Southwest Pass against an incoming current in the dark of early evening, the breeze went flat and we were caught with little steerageway and made no progress for an hour or two, while the leading craft were slanting down the Gulf. Then a light southerly breeze came in, which lasted all night and the following morning, freshening during the middle of the day.

The fleet scattered widely Sunday and Monday, working slowly to windward. Although several of the leading boats later reported but little calm weather, a majority of the craft encountered a flat calm Monday evening which continued with some of the fleet for 24 hours and with others as long as 48 hours at one time.

While many of the racers were drifting in the Gulf northward of Rebecca Shoal or Dry Tortugas, *Vamarie* entered Habana Harbor just before midnight Monday, having sailed the course of 284 miles to windward in such weather in the fast time of 59 hours 23 minutes! This gave her first place in Class A, as *Aweigh* did not come in until Tuesday morning, more than ten hours later.

In the meantime the daily press was doing its customary "Racing Yacht Feard Lost" stuff, to the disgust of sailormen. Although the race started Saturday noon, the mystery tale went over the wires as early as Monday night!

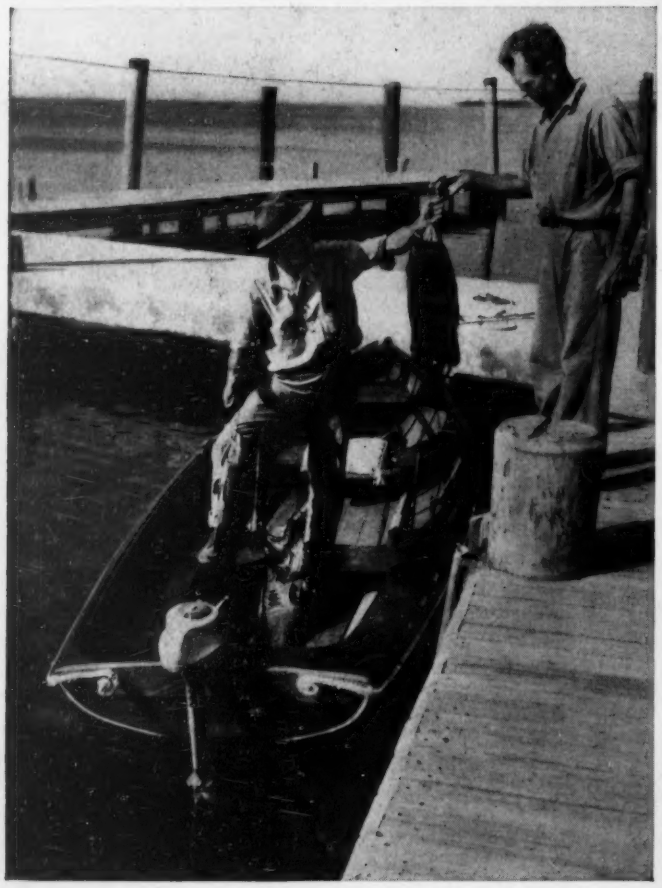
Haligonian crossed the line Tuesday evening and took third place in Class A. *San Cristobal, Venturer* and *Shellback* finished close together early Wednesday morning. *Azara,* which had sailed 90 miles or more west of Dry Tortugas (110 miles off the straight line of the course) in search of a breeze, came in Wednesday forenoon also, as did the little *Game Cock,* which once more took first place in Class B, proving that this little 30 feet of real ship can sail in any weather. *Aloha* came in early Thursday evening to take second place in Class B. *Duchess* took third prize in the same class.

Until Saturday morning, nearly a week after the firing of the starting gun, one after another of the racers arrived at Habana, several under motor, two towed by the Coast Guard. A few caught the trade wind in the Stream only to encounter a calm off the Cuban Coast. So disgusted was one ship that she hailed a Danish steamer and asked the master to radio the U. S. Coast Guard, "Short of water, food, gasoline and out of luck and patience!"

(*Continued on page 120*)

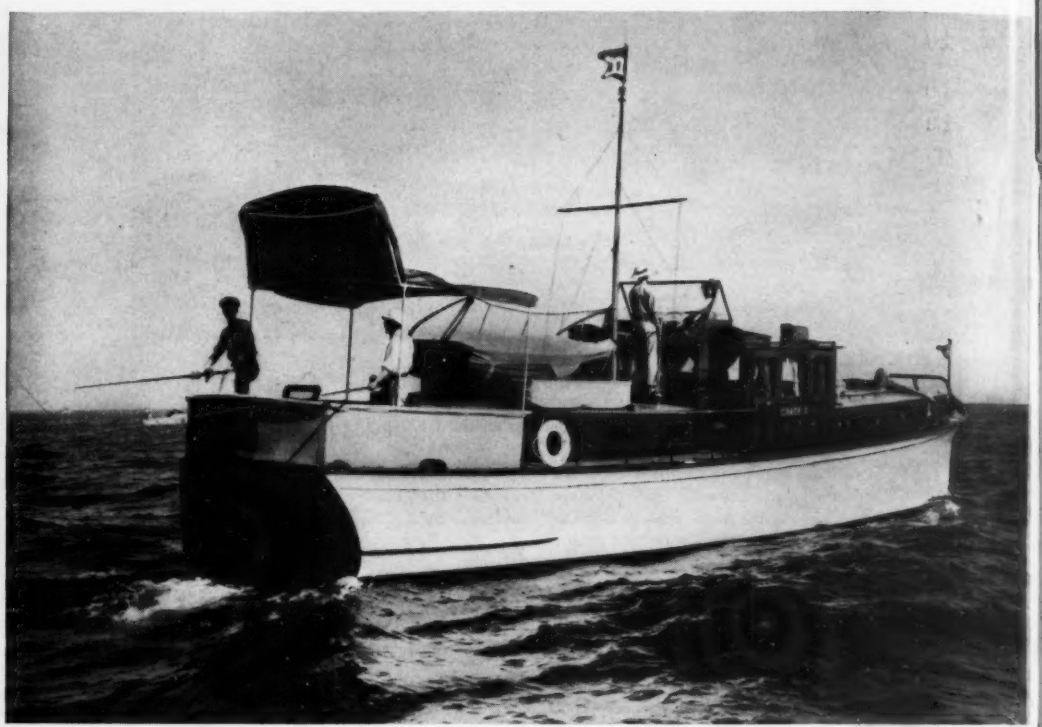
Going Fishing, Deluxe Style

The waters off the lower Florida coast and the Bahamas offer the best in sport during May



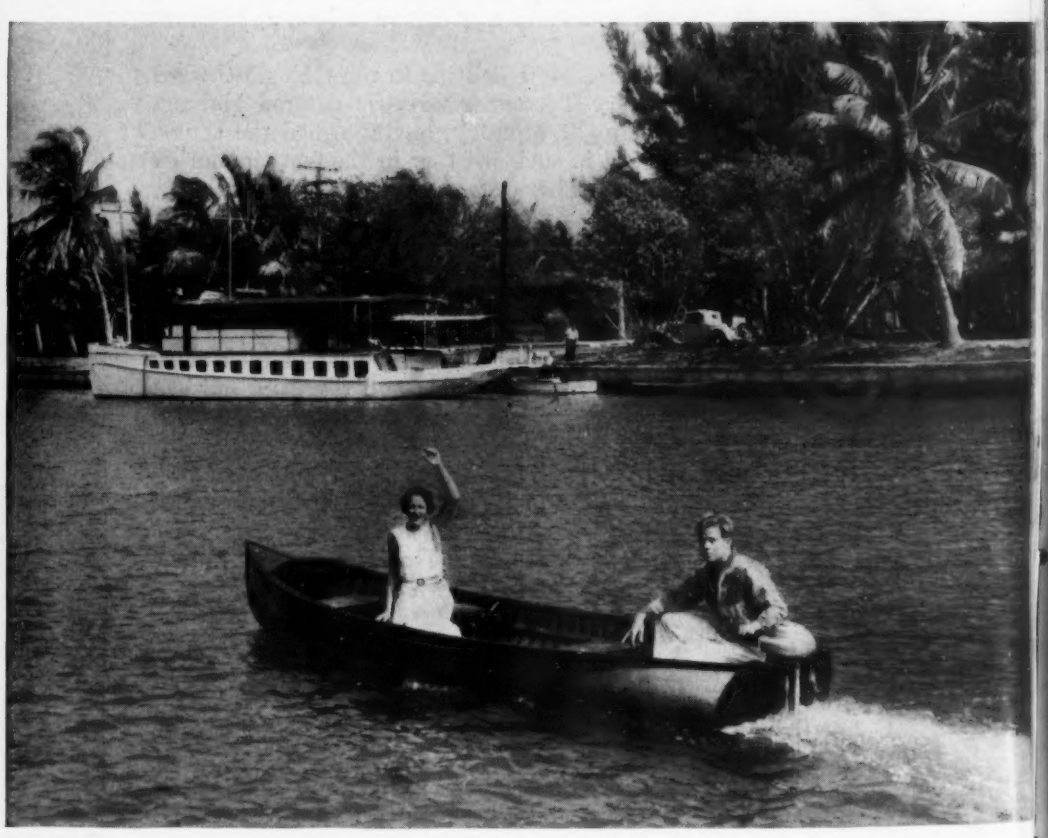
The yacht's tender, with an outboard for power, makes a good outfit for fishing alongshore

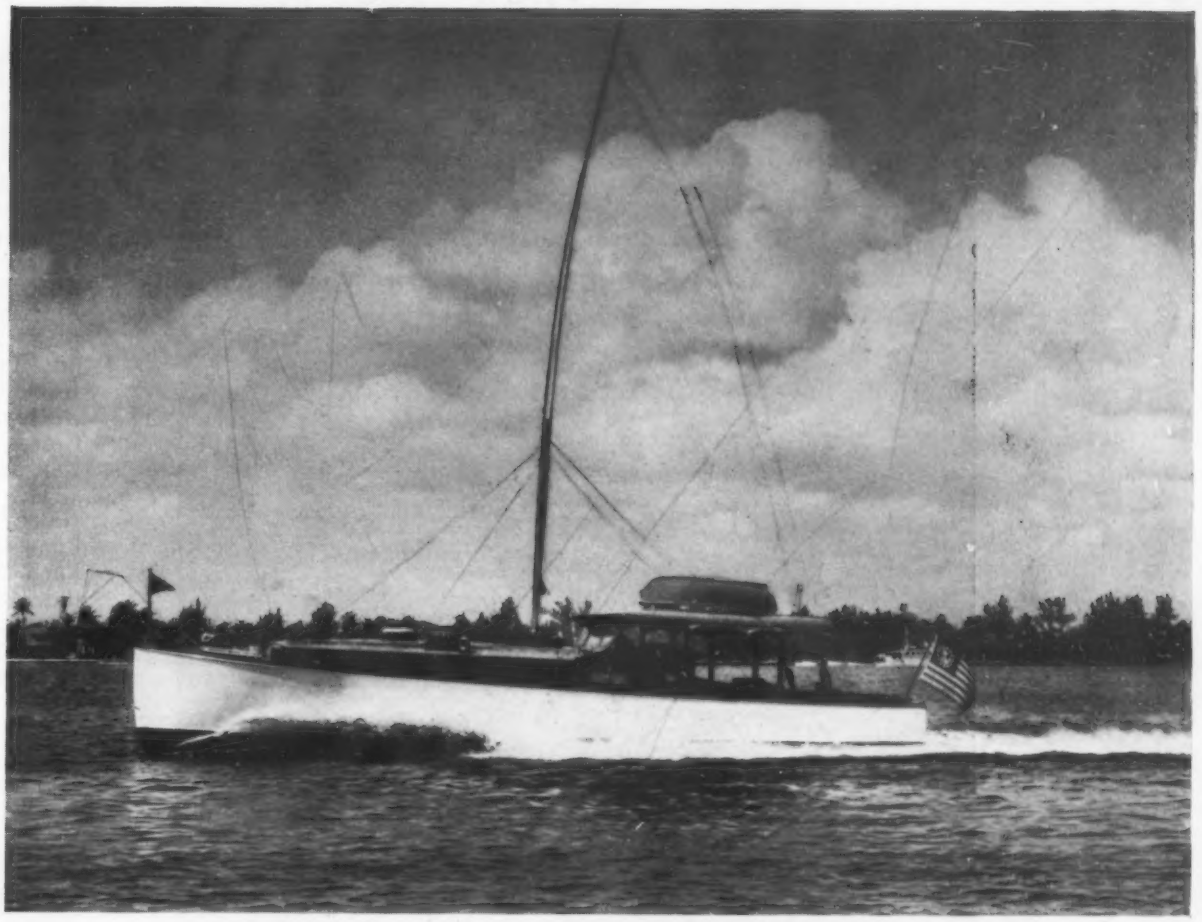
Top. Headed for the fishing grounds near Key Largo where the smaller but gamy varieties of fish are taken



At trolling speed. Most of the modern power cruisers have the after deck fitted for fishing, with stanchions arranged to give plenty of play for the rods. The "Grace S," a Consolidated twin screw cruiser owned by R. C. Reynolds, of Troy

Below. The modern outboard furnishes a quick and convenient method of getting about on the waters of Biscayne Bay — or elsewhere





Right. Long outriggers for towing the bait when trolling for marlin or sailfish are part of the equipment of the modern fisherman. The new 46-foot Matthews cruiser "Edorea IV," owned by Henry O. Rea, of Palm Beach and New York. Two 155 hp. Scripps motors furnish power

Below. Even the smaller standardized cruisers are built with the requirements of the fisherman in mind. A new 26-foot Gar Wood cruiser, Chrysler powered

Bottom, right. At the end of the day. Sunset off Key Largo. Henry Howard's "Alice" is anchored off the Angler's Camp

Photos by M. Rosenfeld

The Month in Yachting

Courtesy M. J. Griffin

As the season for frostbites wanes, the Frostbite dinghies are still going strong, and will be at it all summer. A close start in Class A with nine boats on the line

Thomas White Ratsey—
An Appreciation

FOR what seemed to her owners good and sufficient reasons, but which actually acted to effect her defeat, the Scotch challenger for the America's Cup, *Thistle*, was built under locked doors and soaped windows, all details of her form being kept secret prior to her arrival in New York. The interest attendant on her docking was naturally far greater than in the case of any previous challenger, and she was warped into the Erie Basin Drydock under the eyes of a great concourse of yachtsmen. All cameras were prohibited, but an attempt was made to photograph her by means of a camera and telescope set up in the office of the company, directly facing the head of the slip. This was unsuccessful, but a broadside photograph was made, possibly by a hidden "vest-button" camera.

From early in the morning of September 20th, 1887, the yard was a scene of excitement. The tall old Scotch dockmaster, McGilvary, was even more irritable and excitable than usual as he directed the placing of the side shores and gave the order to start the pumps Inch by inch the water fell, disclosing the mystery of months. When the dock was finally dry a notable assemblage gathered around the yacht's keel; her designer, George L. Watson, William Yorke, the Secretary of the Royal Clyde Y. C., J. B. Hilliard and "Bob" Wylie, associates of Mr. Watson, Will Fife, J. Beavor Webb, William Gardner and other Scotch and American yachtsmen. Among other strangers I was introduced to "Mr. Ratsey, the sailmaker." Thus began a friendship which grew with years and terminated only at the death last month, at Cowes, of this great yachtsman. Then but 36 years of age, tall, broad-shouldered, erect, his handsome face thoughtful, intelligent and sympathetic, Thomas Ratsey represented the highest type of Englishman, and these physical characteristics were matched by equally high qualities of mind and soul.

The Ratsey family has been associated with Cowes for over two hundred years. Christopher Ratsey, a mariner and in the Royal Navy, died in 1742, leaving two sons; but little is known of one, though his son was a commander in the Navy. The other, Captain Robert Ratsey, in the Navy himself, had seven sons, of whom five were in the Navy. One of them, George Rogers Ratsey, born in 1769 and living until 1851, learned the trade of sailmaking, then an important adjunct to the Navy, and founded the present firm in 1790. A part of his early work was the making of sails for Nelson's fleet. The business was continued by his son, Charles, who, in turn had two sons, George Rogers Ratsey, born in 1844, and Thomas White Ratsey, born in 1851. The birth of Thomas Ratsey preceded the arrival of the yacht *America* at Cowes by six weeks, occurring on July 4th, 1851. The George Ernest Ratsey so well known to American yachtsmen as the head of the American branch is the son of George.

Of the five sons of Thomas Ratsey but two survive, Captain Franklin Ratsey, R.N., and T. Christopher Ratsey. Both are connected with the Cowes plant. All five saw service in the war, and three were killed in action.

The time and place of Thomas Ratsey's birth were most favorable for a knowledge of yachting, and few others knew the sport in all its branches as he did. His first interest was in the making of sails. Beginning with his apprenticeship, at the age of sixteen, he made a lifelong study of this intricate art. Next to this, he had an intimate knowledge of canvas and its manufacture. With an acquaintanceship which ranged from King Edward and King George back to the noted Jock Nicholls who sailed the cutter *Mosquito* nearly a hundred years ago, and a personal experience which included the visit of the American sloop *Alice* in 1867 and of all yachts visiting Cowes since that date, his knowledge of yachts and yachtsmen was unparalleled. In 1888 he purchased the yacht *Dolly Varden*, a cutter of the old "Itchen Boat" type, 36 feet 10 inches long over all, designed and built by John Samuel White in 1872. This yacht, now in her sixty-third year, still carries a mast, boom and gaff 46 years old and a bowsprit 61 years old, all of which were hollowed out in 1930. Three years ago Mr. Ratsey sailed her in a race around the Isle of Wight, taking fourth place.

Every challenger for the America's Cup has sailed under Ratsey sails, and since the American branch was established in 1902 the defenders have been similarly outfitted. The activities of the Ratseys, joined with another old firm of Lapthorn, have included sailmaking in Cowes, Gosport, Southampton, Gourock and, of recent years, New York. Every visitor from America was welcomed at Cowes, the smaller yachts in particular. Mr. Ratsey was greatly interested in the voyage of the *Typhoon* and when she sailed on her return to New York he gave to Mr. Nutting the heavy flax trysail of the *Dolly Varden*, and when the light crosscut sails of *Typhoon* failed entirely in the hard weather of the Gulf Stream it was this sail which brought her home in safety.

In 1932 Mr. Ratsey had a fall aboard the *Dolly Varden* which splintered a small bone in the hip; though partly healed, this injury continued to weaken him seriously. Early last season he was lowered aboard the yacht in a

bosun's chair and spent the summer aboard, his health gradually declining. While aboard his yacht he was visited by King George V, a testimonial that was no less deserved than appreciated. Through the winter his strength gradually failed, and the end came on March 3rd. The funeral, at St. Mary's, Cowes, was attended by a notable gathering. Sixty employees of the Cowes loft headed the cortege, twelve at a time acting as bearers.

This long and useful life covers the greatest period in the history of yachting — the day when sail was preëminent and all yachtsmen were sailors. Will yachting in the perfected form which we know it today ever produce another like Thomas White Ratsey?

W. P. STEPHENS

Entries for the Newport-Bergen Race

THE race committee of the Cruising Club of America reports five actual entries in the long 3050-mile ocean race which is scheduled to start from Newport, R. I., on June 8th and finish off Bergen, Norway. The event is for yachts between 45 and 72 feet in over all length, and it will be sailed for cups presented by King Haakon VII, of Norway, the City of Bergen, and the Cruising Club of America.

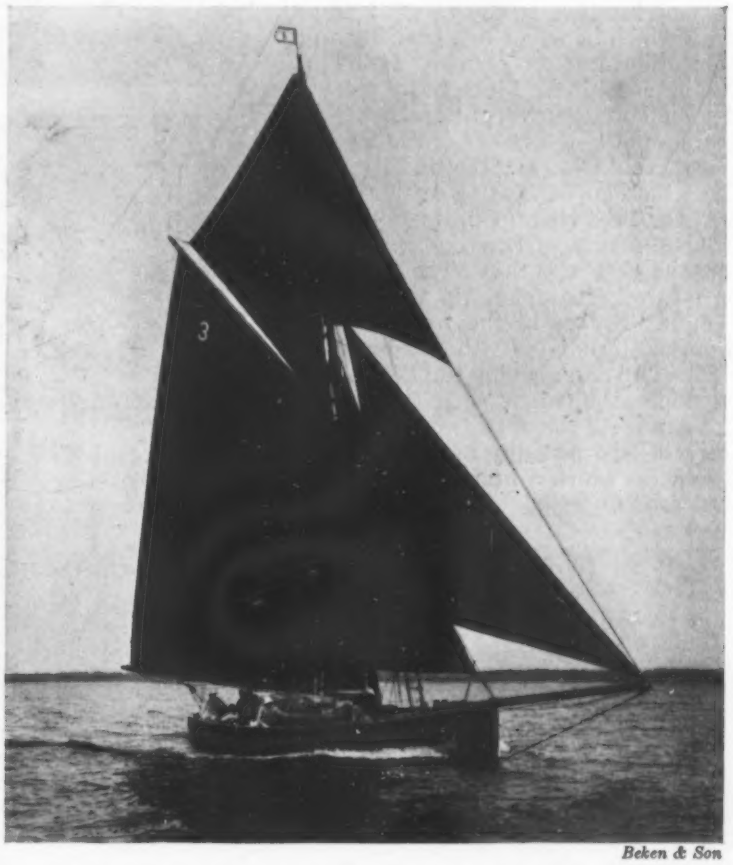
The following definite entries have been received:

Mistress	Schooner	60 feet
George E. Roosevelt, New York		
Vamarie	Ketch	72 feet
Vadim S. Makaroff, New York		
Stormy Weather	Yawl	56 feet
Philip LeBoutillier, New York		
Hamrah	Ketch	54 feet
R. B. Ames, Boston		
Sandefjord	Cutter	46½ feet
Erling Tambs, Norway		

Other owners have signified their intention of starting but have not as yet sent in formal entries. These include the schooner *Dauntless*, George A. Whiting; schooner *Vagabond*, Stuart T. Hotchkiss; and the yawl *Mischief*. Entries close May 28th.

The Norwegian entry, Captain Erling Tambs' *Sandefjord*, left Norway late in March on her passage across, and was to call at Madeira or the Canaries and then cross in the belt of the N. E. Trades. She is expected to arrive here early in May.

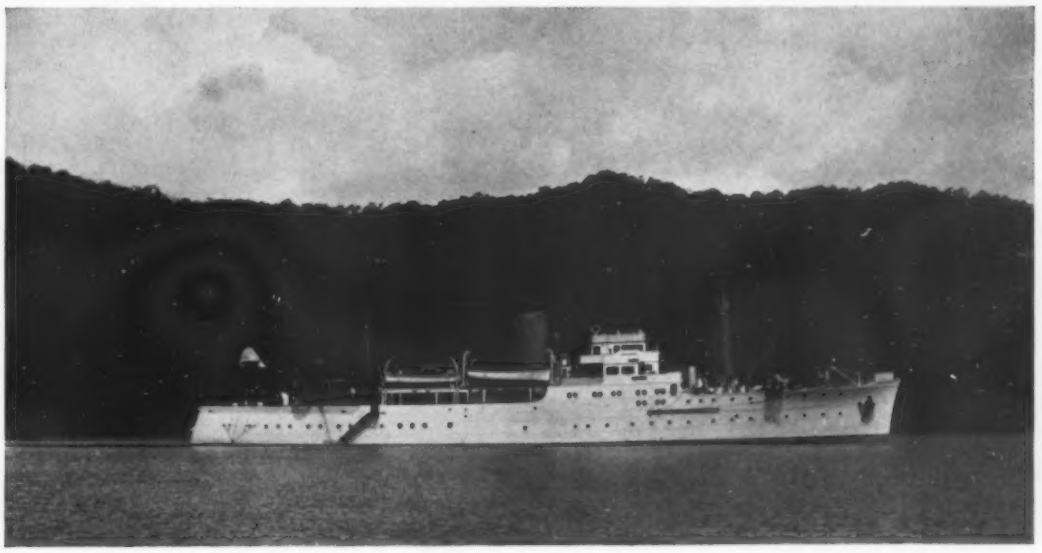
The Larchmont Yacht Club will open its fifty-sixth season this month. Here is how the members looked on opening day thirty-three years ago, at the turn of the century. In the group are many yachtsmen prominent on Long Island Sound a quarter-century ago



Beken & Son

Above, right. "Dolly Varden," the late Thomas Ratsey's 63-year-old cutter on which the noted sailmaker spent most of his time last summer

Right. The Diesel powered yacht "Alva" in which William K. Vanderbilt recently completed a long voyage that included a passage through the Straits of Magellan and the exploration of parts of the West Coast of South America. The photograph was taken off the coast of Colombia



Moth Class Championships at Melbourne, Fla.

THE principal event of the three-day regatta of the Florida East Coast Yachting Association, held off Melbourne, Florida, March 29–31, was the sailing of the World's Championship for the famous little Moth Class boats, represented by the Antonia Gold Cup. Moth Class boats are 11 feet long and carry 65 square feet of sail.

Alfred B. Michael, Jr., who won this trophy last year in August at Atlantic City, sailing the *Miss Maxine*, successfully defended his title with the same boat, winning over Captain Harry Andrews' *Leo*, of Atlantic City (the 1933 champion), by two minutes. Michael got off to a poor start, being the fourteenth boat around the first marker. It took him five miles to work into the lead which he never lost from then on. The Southeastern States Individual Championship for Moth boats was won by William Conover, of Barnegat, N. J., sailing under the colors of the Evening Star Yacht Club of Atlantic City, in his boat the *Taurus*, beating A. B. Michael, Jr., the 1934 champion, by 18 seconds. Claude Miller, of Daytona Beach, sailing the *Fern*, was third. The Southeastern Boys' Championship was won by Tommy Stokes in the *Rush*, and the Southeastern Girls' Championship by Leita Van Sant, sailing the *Little Bear*.

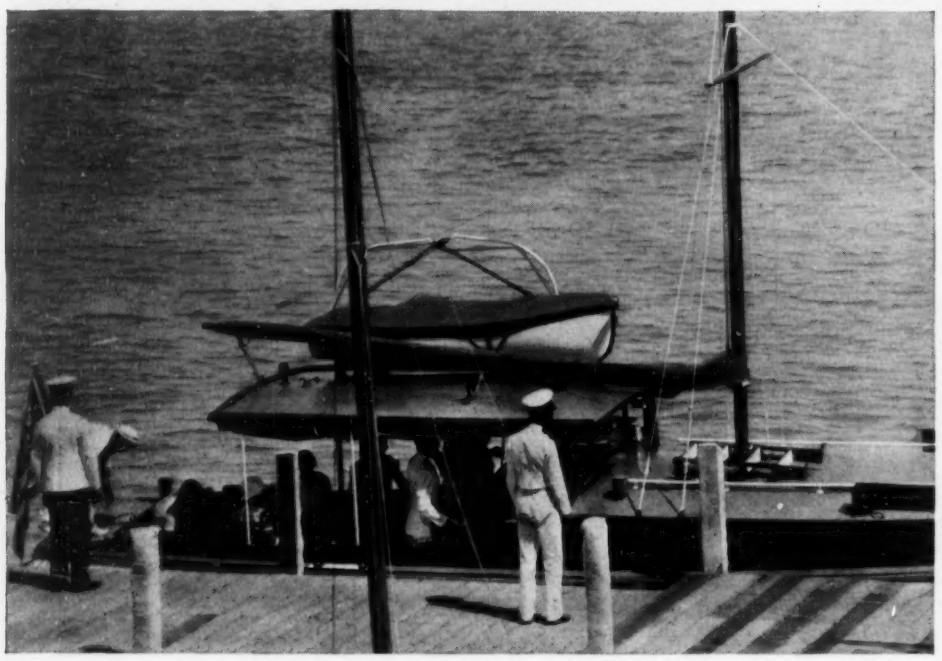
While the winds were moderately fresh during the first two days of the regatta, the last day brought a heavy breeze in which a number of the boats lost sails or gear.

The Six-Metre "Jack," purchased by members of the Crescent Yacht Club to race for the George Cup, July 16–18

Top, left. "Tradewind," a New Orleans yacht from plans by John O. Prados, which appeared in "Yachting" for November, 1933. Three more are under construction for Southern Yacht Club members

Right. The Antonia Trophy and A. B. Michael, Jr., who won it a second time at the recent Moth Class championship

Off to the fishing grounds. The Duke and Dutchess of Kent, and Sir Bede Clifford, Governor General of the Bahamas, go for a day's sport in Mrs. H. Foster's "Opitsah VI"



The Interclubs Take a Licking at Bermuda

EVER since 1926, a team of the Long Island Sound Interclubs has gone to Bermuda and raced against a team of the Bermuda One-Design sloops. In the first contests, the boats from the Sound had things pretty much their own way, but recently the Bermudians have been turning the tables. Last year they made a clean sweep and this year they captured four out of five contests.

The American team consisted of Charles B. Stuart's *Ariel*, Edward Maxwell's *Scram*, Donald G. Millar's *Nancy* and *Barbara*, owned by E. A. Hodge and sailed by A. E. Luders, Jr. They were met by E. C. Gosling's *Longtail*, B. B. Dill's *Cardinal*, J. S. Johnson's *Princess*, and G. Snowden's *Cyric*.

Two races were sailed on April 1st, the Bermudians taking both by a point score of 20¼ to 16. *Cardinal* took first place in the morning battle, in strong winds and rough water, with *Barbara* four seconds astern and *Ariel* three seconds further back. *Cardinal* repeated in the afternoon, with *Princess* second and *Barbara* third.

The yachts met again on the 3rd, the morning race being sailed in a ten-mile breeze. *Longtail* won, leading *Princess* by four seconds with *Ariel* half a minute astern, the local team scoring 24¼ points to the Americans' 12. The afternoon event, with a little more wind, went to the invaders by the margin of a quarter point, *Ariel* defeating *Cardinal* by a good margin with *Longtail* in third place. The point score was 18¼ to 18.

The final day saw the Bermudians pile up a total of 24¼ points to the 12 of the Americans, giving them the series by 107 to 74¼. *Longtail* and *Cardinal* took first and second places and *Ariel* third. The race was sailed in a moderate breeze from the SSW. The Bermuda boats gained on the windward legs while the Interclubs, with their big spinnakers, did better down wind.

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The George Cup Goes Six-Metre

IN MARCH the Crescent Yacht Club of Watertown, New York, accepted the challenge of the Royal Canadian Yacht Club of Toronto, Ontario, to race for the Silas L. George Cup, in the Six-Metre Class, and it has been decided to sail the event off Rochester on July 16–18. This is just prior to the start of the long-distance race for the Freeman Cup and will furnish an interesting introduction to the 51st annual regatta of the Lake Yacht Racing Ass'n of Lake Ontario, at Kingston, the following week.

Acceptance of the R.C.Y.C. challenge brings the George Cup, first placed in competition in 1907, back to competition after seven years. From the time it was first placed in competition until 1929, this trophy had been the Lake Ontario championship emblem of the Class R sloops. In the year mentioned it went out of contest for lack of a challenge and it has been idle ever since, the Lipton Cup having superseded it as 20-rater symbol of the lake.

Purchase of the *Jack*, a 1934 Sparkman & Stephens designed "Six" built for J. S. Johnson as a British-American Cup candidate, made the Crescent Yacht Club acceptance of the challenge possible, and the deed of gift of the George Cup was accordingly modified.

A small group of Crescent yachtsmen became the new owners of the *Jack* which failed in the British-American Cup preliminaries, only to have her bow lengthened about four feet late in 1934 when it was no longer possible to make a showing of her abilities.

There is also an excellent prospect of one, and possibly two more "Sixes" under the Crescent burgee this season. The Rochester Yacht Club is reported to have acquired the Sparkman & Stephens designed *Meteor*, and the Kingston Yacht Club will probably purchase at least one "Six." With the Royal Canadian Yacht Club's three Six-Metres, an interesting series is promised with four clubs scrapping for the mug.

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Leonard M. Fowle, Sr.

THE death of Leonard M. Fowle, Sr., takes from yachting one of the foremost writers on the sport in America, and one of the ablest race committee officials. He passed away at Hollywood, California, on March 16th, after a brief illness, at the age of fifty-six years. Throughout his life he was devoted to yachting, and especially to yacht racing.

It is difficult to say in which of his two main activities Leonard Fowle best served New England yachtsmen. As a yachting writer he brought to his work a thorough knowledge of sailing acquired as an active racing man in his younger days. He was most meticulous in his reporting of events, and his accuracy and fairness set a standard that has been attained by few writers on this subject. Never a "flowery" writer, his articles were factual and to the point, while his memory of yachting history and of yachts and their owners was amazing. He served for twenty years as the yachting editor of the *Boston Globe*.

Serving on the race committee of both the Eastern and the Corinthian Yacht Clubs of Marblehead, he was an efficient and tireless worker, and the committees he organized functioned as smoothly when starting over 300 yachts at three-minute intervals as when handling only an ordinary afternoon regatta. The rapidity with which he accurately calculated time allowance handicaps and elapsed and corrected times were the marvel of his fellow officials and racing crews. His work in this capacity played a prominent part in the growth and development of the annual midsummer race week at Marblehead, a feature of this yachting center's season.

Good yachting writers and race officials are all too few, and yachtsmen can ill afford to lose Leonard Fowle in either of these capacities, or as a friend. He is survived by his wife, and a son, Leonard Fowle, Jr., who occupies his father's place as yachting reporter for the *Globe*.

Class S and Pacific Coast One-Designs racing off Pearl Harbor, Hawaii. An unusual photograph, showing the yachts sailing under a rainbow following a squall

Wide World

Yachting

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CHARLES H. HALL ALFRED F. LOOMIS *Associate Editors*
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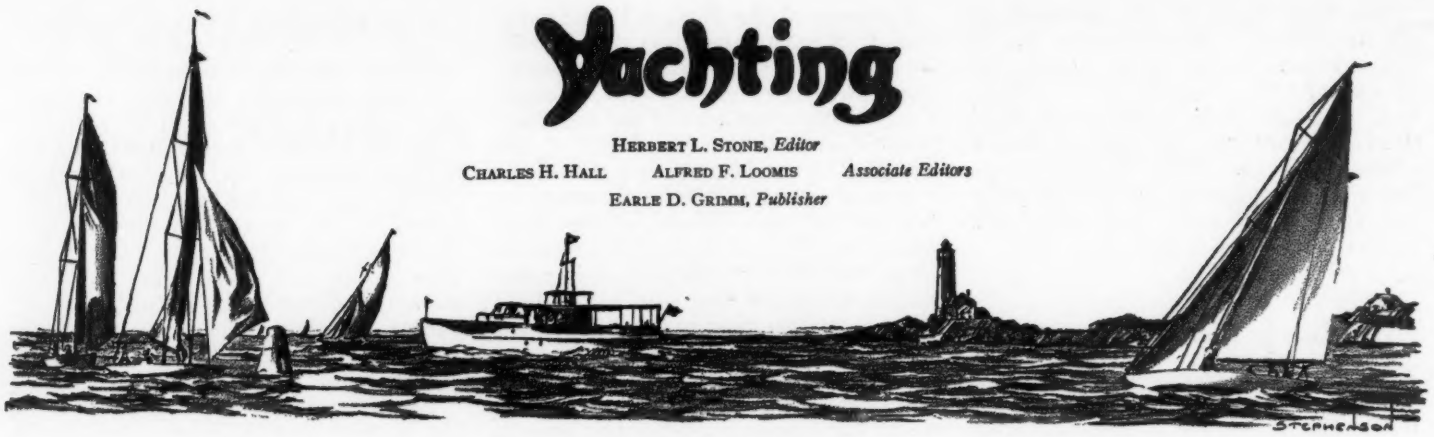

EDITORIAL

Are All the Crack Skippers in the East?

THAT effort to make up an acceptable, if unofficial, list of the ten ranking skippers of American racing yachts caused a lot of argument, both by reason of some of the names that were included as well as some that were omitted from the list.

Writes one irate yachtsman, presumably from Chicago, "The 'Old Hand' who wrote in, naming his list of the ten best skippers, must be provincial. I have for the few years past sailed in the Chicago-Mackinac Race, and any list that does not include some of the outstanding skippers of that jaunt is hardly a list."

Perhaps — but natural, nevertheless, for Marblehead and Long Island Sound are the most active yacht racing centers, offering greater opportunity for wide competition than any other section of the country. In presenting the lists published, it was pointed out that the difficulty of arriving at any basis of comparison with other sections of the country was responsible for the omission of many names from yachting centers that seldom, if ever, engage in competition with Eastern yachtsmen.

Now, here's a chance to get the skippers of the two sections together in competition. In clearing up the cabin here recently we came across a copy of the Deed of Gift of a Challenge Cup put up by the Chicago Yacht Club nearly a quarter of a century ago for the express purpose of fostering competition between the sailors of the Great Lakes and the Coast. It is called the Ocean-Great Lakes Challenge Cup and, if intrinsic value is any incentive, it may be stated that it is a handsome piece of silverware. The last time it was raced for, it was won (if our memory serves) by the late Addison Hanan with *Josephine*, at Chicago. This was back around 1913. So, for some twenty-two years it has stood in the Indian Harbor Yacht Club on Long Island Sound, and no Great Lakes sailor has come after it. It has, therefore, hardly fulfilled the hopes of its generous donors. Matches for the cup must be in yachts of not over 31 feet rating.

How about it, boys?

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For Standardized Legislation on Motor Boat Operation

THE legislatures of a number of states have brought forth this winter the usual number of bills aimed at the operation or taxation of motor driven boats on inland and state waters. Some of these bills, if enacted into law, will result in a hardship on the users or owners of motor boats, and many of their provisions are unwise and unnecessary. Here and there some regulation is proposed that can be justified by need but, as a rule, the bills are drawn by persons not familiar with boat operation. Such legislation is always cropping up, and has been opposed successfully in a number of instances by the users of motor boats and associations of yacht clubs.

Realizing this, and sensing that many states will propose regulation of pleasure boat operation, James W. Mulroy, president of the National Outboard Association, has drawn up suggestions for proposed legislation which will provide the measure of safety desired with the least burden to the users of boats, either sail or power. Knowing whereof he speaks, and believing that the conditions governing boat operation are pretty much the same everywhere, he feels that standardized regulations are better than those which vary from state to state. Therefore, his regulations may be studied with profit by those who make the laws.

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Spinnaker Regulation on Its Way

WITH the growing popularity of excessively large and full spinnakers, commonly termed parachute, the use of which was not contemplated when the sail area measurement rules were adopted, the need of some method of limiting and measuring these new sails has been apparent for the past year or so. With this need in mind, the Yacht Racing Association of Long Island Sound appointed a special Spinnaker Committee last October to draw up regulations for spinnaker control. At the spring meeting of the Association the recommendations of this committee were adopted in principle, and it seems likely that they will also meet with the approval of the N. A. Y. R. U.

It is not possible to print as yet the rule in its final form and wording. In general, the length of the spinnaker along the leech or luff is governed by the hypotenuse of the fore triangle, while the width is limited to a percentage of the base of the fore triangle. In racing yachts this girth or width must not exceed 250 per cent of the base (J) of the fore triangle, and in cruising yachts, or where cruising and racing yachts are competing under a common rule of measurement, the width must not exceed 180 per cent of the base of the fore triangle. The spinnaker pole is limited in length to the base of the fore triangle.

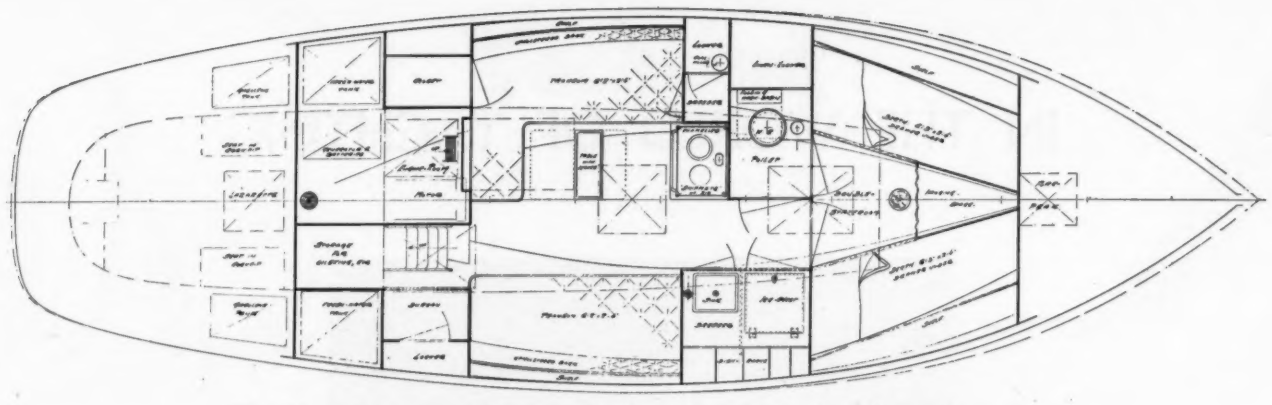
This method of control has much to recommend it, and seems to us superior to that recently adopted by the Yacht Racing Association of Great Britain. In general, it means that on racing yachts the area allowed is only slightly greater than the present parachute spinnakers carried, while on cruising yachts the new limitations allow an area averaging about 50 per cent greater than the normal spinnaker.

IN THE WORLD OF YACHTING

A. E. LUDERS, JR.

FEW of the younger racing yachtsmen on Long Island Sound have had as wide an experience, or been as successful in fast company, as A. E. ("Bill") Luders, Jr. He was hardly sixteen years of age when he sailed his Six-Metre "Hawk" to the championship in 1926, and five years later he again took first honors in this class with his "Totem," a noted light weather performer, with 17 firsts in the season's racing. While much of young "Bill" Luders' racing has been in the Six-Metre Class, he has raced and crewed in larger yachts also, and in 1929 he sailed Albert Johnson's Ten-Metre "Nachvak" to third place in the season's standing, winning eight first places with her.

"Bill" Luders has been fortunate also in sailing with many skippers of outstanding merit. In 1928, he raced on the Clyde with "Bubbles" Havemeyer in the Six-Metre "Red Head," where she was beaten, and then went to Norway, where he sailed with Clinton H. Crane on the "Akaba" when she won the Seawanhaka Cup from "Figaro V." Last year he was at the helm of the Six-Metre "Silroc" and doing well until he withdrew to sail in the British-American Cup trials. In between his seasons in the "Sixes" he has varied his sailing by trying his hand in the Tweive-Metre, Atlantic Coast and Interclub Classes. A pretty comprehensive experience for one hardly yet twenty-five years of age. "Bill" has sailed in Bermuda in several events there, but without too much success, and this year he skippered the Interclub "Barbara" in the series against the Bermuda One-Designs, the latter class winning the series. He claims allegiance to three yacht clubs, the American, Indian Harbor, and Stamford.

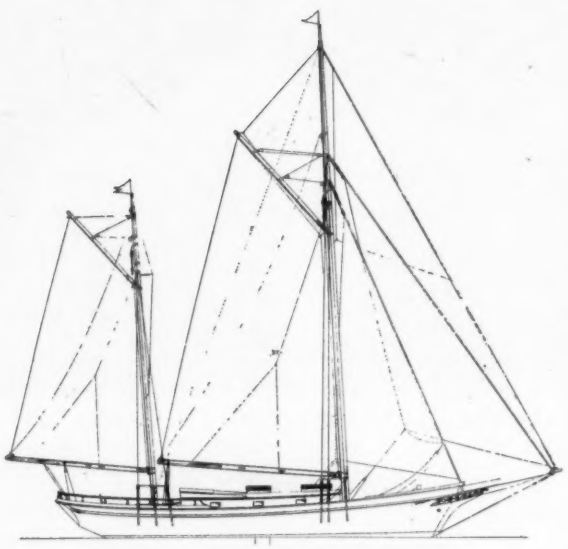


The cabin and stateroom will accommodate four, or two may cruise with separate quarters

A Husky Gaff-Rigged Cruising Ketch

THIS auxiliary cruising ketch was designed to give about the maximum accommodation possible in a hull 36′ 6″ long over all. Her water line length is 29′ 8″, beam is 11′ 2″ and draft 5′ 9″. The yacht is from the board of Murray G. Peterson, of Marblehead, Mass., and is for A. G. Graham of New York.

The clipper-bowed hull is much like that of the designer's first *Coaster*, and the ketch rig was chosen in preference to the schooner to avoid having either mast go through the cabin house. Under her four lowers, the boat should be fast and able, and she can set a gaff topsail and a jib topsail to advantage in light weather. The rig is somewhat reminiscent of that of the trading ketches of the Baltic. The area of the four lowers is 737 square feet, 133 in the jib, 119 in the forestaysail, 310 in the main and 175 in the mizzen.



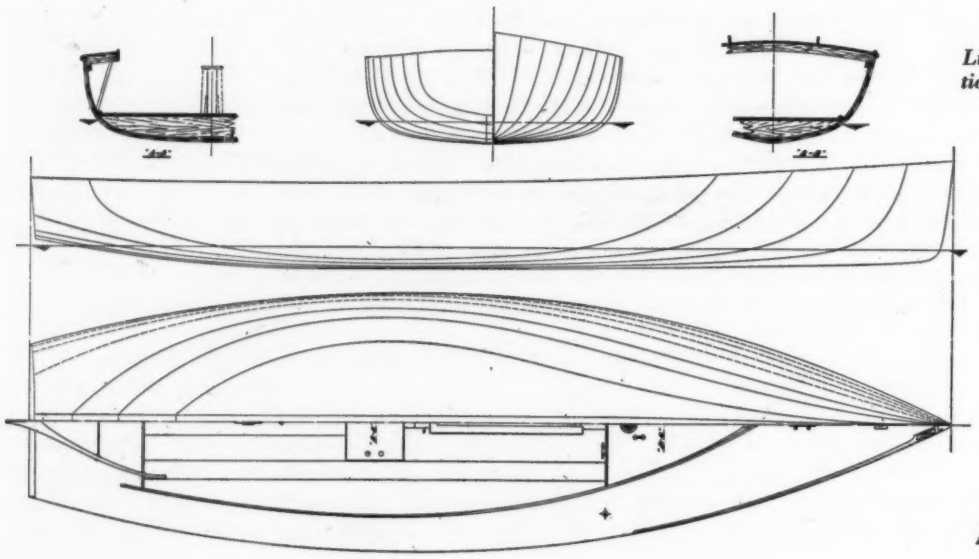
The rig suggests that of the Baltic trader

The house is fairly long yet there is plenty of room alongside, and the cockpit is of ample size. Below, the main cabin has a wide transom each side with shelves above, bureau and lockers. Amidships is a toilet room and the galley, while forward is a double stateroom which is bulkheaded off from the fore peak.

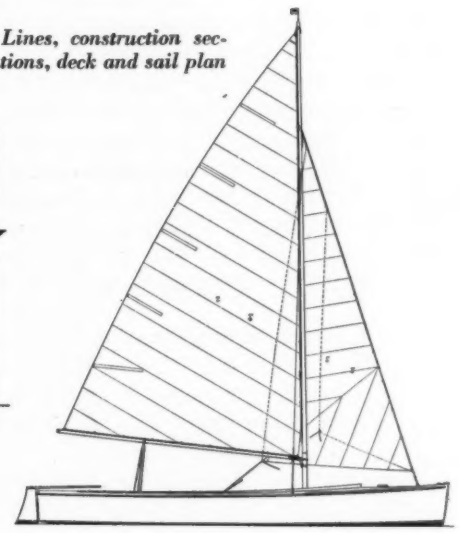
The engine room is separate, with its own hatch, and the motor is a Gray 4–40, installed on the center line. Gasoline tanks are under the side deck with water tanks forward of them. Generator and batteries are in the after part of the engine room.

A Smart 20-Footer from Boothbay

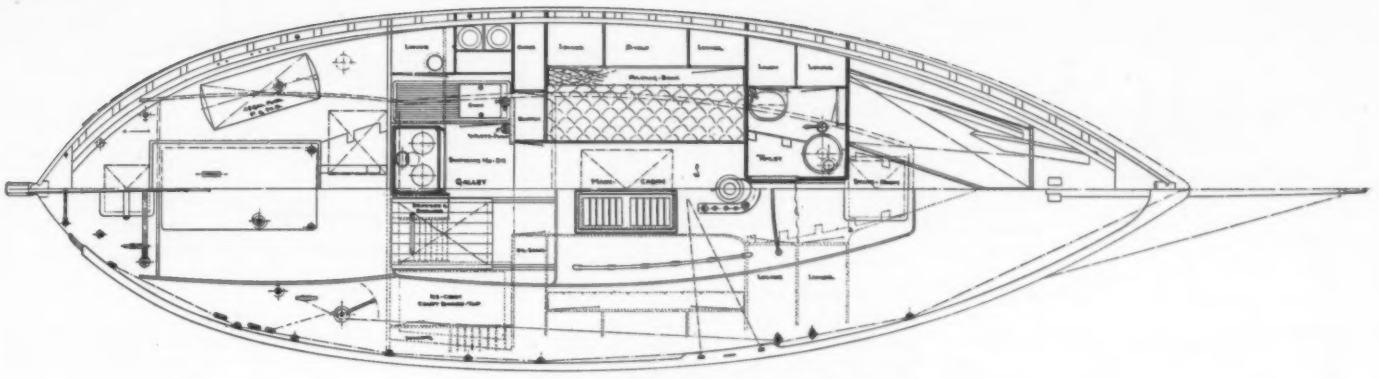
A NUMBER of these little sloops, designed by Geerd N. Hendel of Boothbay Harbor and built by Goudy & Stevens of East Boothbay, will race this summer in Maine waters. They are 20′ 4″ over all, 19′ 2½″ l.w.l., 5′ 8″ beam and 5¾″ draft of hull. Draft with board down is 3′ 3″ and displacement about 900 pounds. Area of mainsail is 133 square feet; of the jib, 25; and of the genoa, 57. The boats are fast and able both in normal sailing weather and in strong breezes, easily managed under short sail, and will go to windward under mainsail alone.



Lines, construction sections, deck and sail plan



The plans reproduced in this section are the property of the designers under whose names they appear. For further information concerning any design address the naval architect in question.



Cabin plan and deck plan of the new double-ender

A Cruising Cutter of the Norwegian Type

THE accompanying plans are those of an interesting craft designed by Burgess & Donaldson, Megargel & Gruber, Inc., of New York, for a member of the Cruising Club of America. The client desired a typical Norwegian double-ender with the maximum of comfort and seaworthiness, a boat of heavy displacement and moderate sail area. Construction of the yacht is expected to be started at once.

She is 36′ 7″ in length over all, 32′ 0″ on the water line, 11′ 7″ extreme beam, 10′ 5½″ beam on the water line, and 6′ 0″ draft. Her displacement is 26,000 pounds and her total sail area (working canvas) is 859 square feet. She has a nice "S" section, with an easy turn to the bilge and fairly full garboards, and a pleasing sheer.

Construction is of the best, with oak keel and framing, mahogany planking, teak deck and trim. All fastenings are of Everdur or bronze and the keel is of lead.

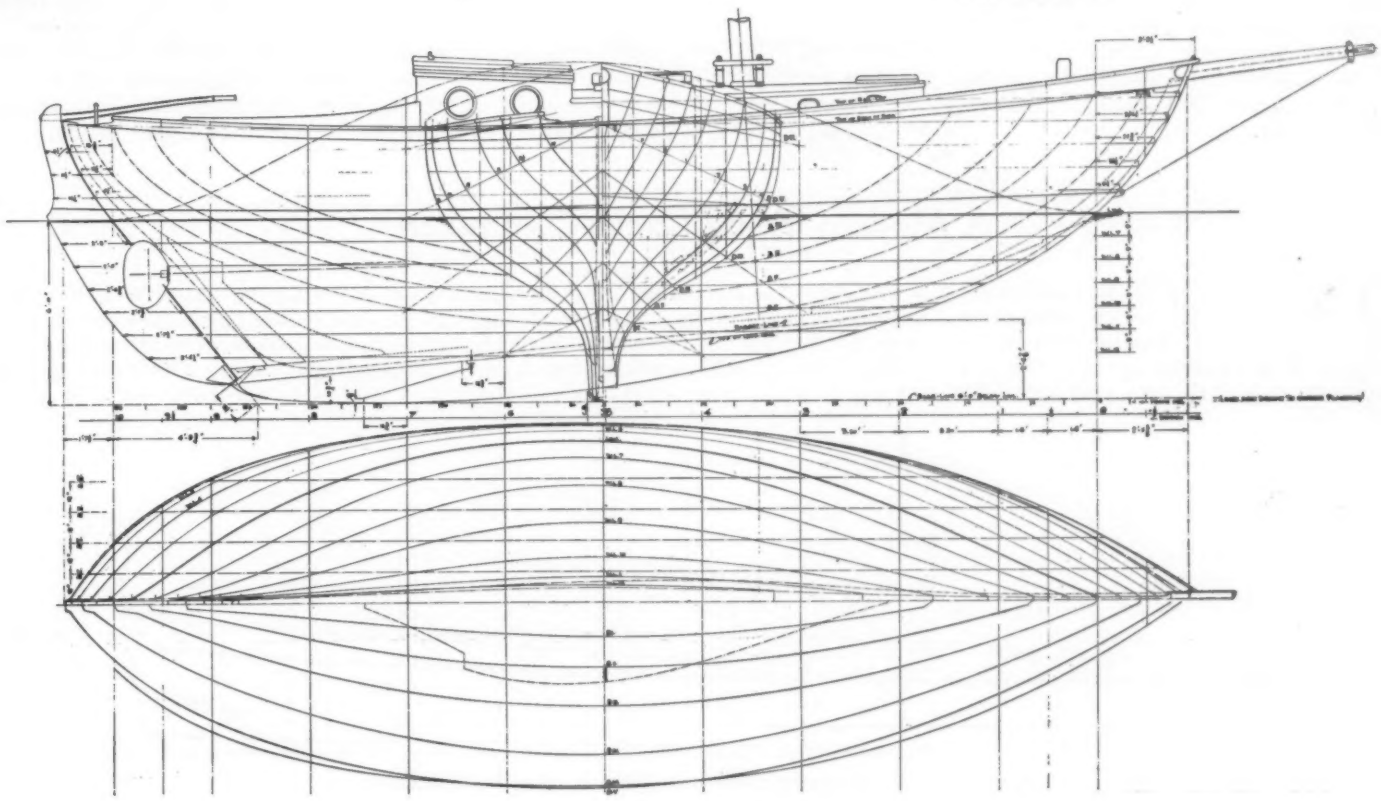
Sail plan and (below) the lines of the new yacht. Her sections are remarkably easy

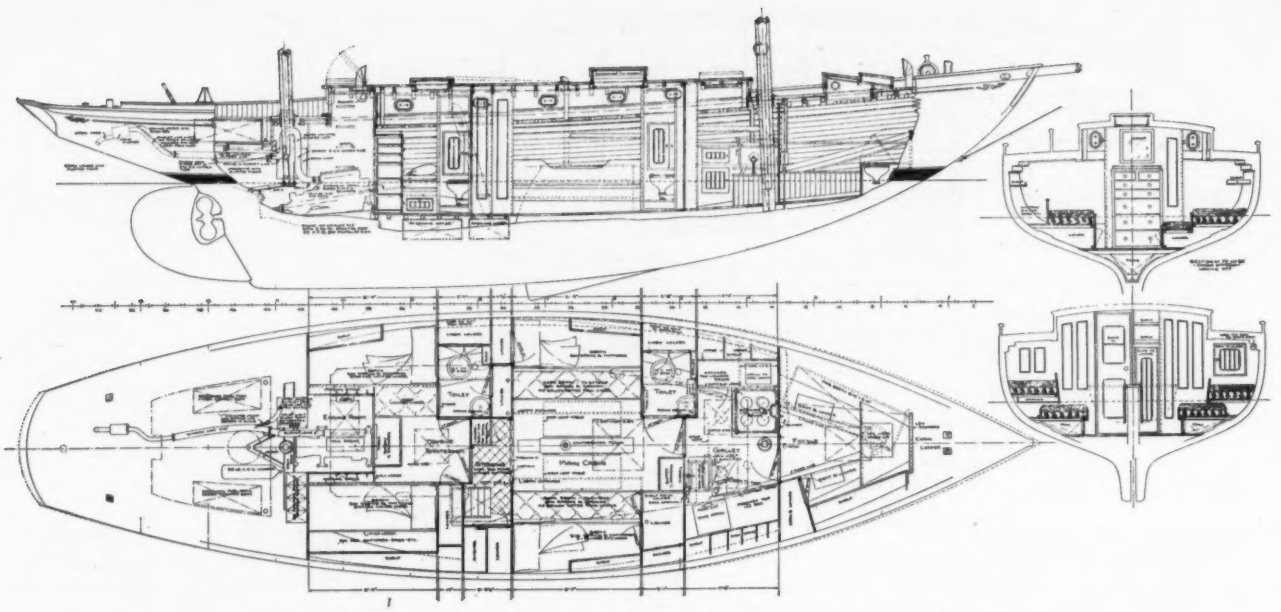
The power plant is installed under the bridge deck aft. It is a 40 hp. Buda and the designed speed under power is seven knots. A 42-gallon fuel tank is placed under the deck in wake of the cockpit each side.

The rig is modern with double head rig and Marconi main, and the area is not excessive. Light sails and storm canvas are provided.

There is a double stateroom forward, the house extending over most of the floor area. A hatch overhead assures plenty of ventilation. Next is the toilet room, with good sized hanging lockers opposite. The main cabin has a transom berth each side, the backs swinging up to form upper berths. The galley is aft, the full width of the ship, with plenty of room to work and lots of storage space. The after part of the trunk cabin is raised, forming a "dog house."

The cockpit is watertight and self-bailing and a wide bridge deck ties the ship together.



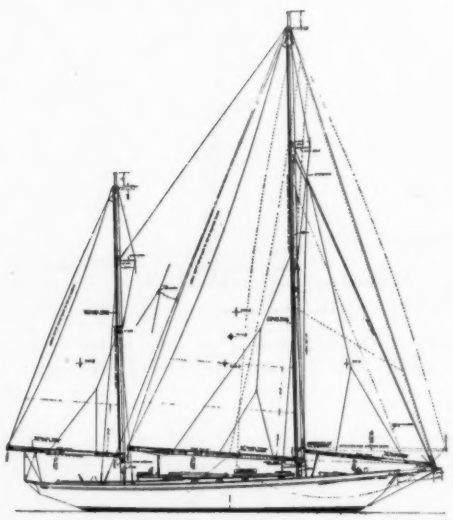


Inboard profile, cabin plan and sections of Alden centerboard ketch

"Gurnet," Alden's Latest Auxiliary Ketch

THE accompanying plans are those of the auxiliary yacht *Gurnet*, now nearing completion at the yard of the Casey Boat Building Company, Inc., of Fairhaven, Mass. She was designed by John G. Alden, naval architect of Boston, Mass., for E. M. Farnsworth, Jr., of Brookline, Mass.

The new yacht is 50′ 6″ in length over all, 30′ 4″ length on the water line, and 13′ 3″ extreme beam. As she will be kept in Duxbury Bay, which is a fairly shallow body of water, the draft has been limited to 5′ 2″ and a small centerboard is carried. The design is a development from a number of other successful ketches of similar type from Mr. Alden's board. Over 12,000 pounds of ballast is carried, 9,200 pounds on the keel and 3,000 pounds of trimming ballast inside.



The sail plan is lofty and efficient

Construction is conventional and workmanship first class, the specifications calling for double planking, of mahogany, and teak decks and trim. The spars are hollow and sails are by Cousens and Pratt. The sail plan is well balanced, the total area in the three lowers being 1,214 square feet. Of this 310 are in the jib, 639 in the mainsail and 265 in the mizzen.

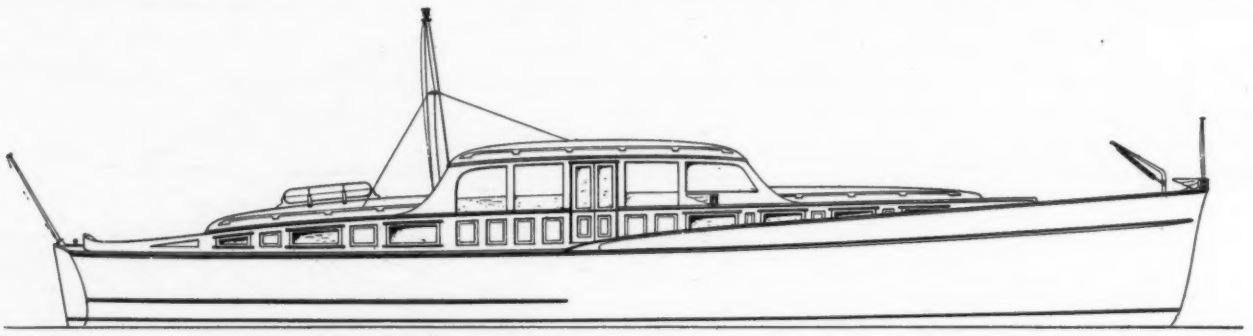
The engine, which is installed aft, is a 55 hp. Chrysler "Ace" with reduction gear which, it is expected, will drive the yacht at a nine-mile pace.

The accommodation plans show a roomy main cabin with a standing berth and an extension transom berth each side, a large double stateroom, two owner's toilets, a galley the full width of the ship, and comfortable quarters forward for one or two paid hands.

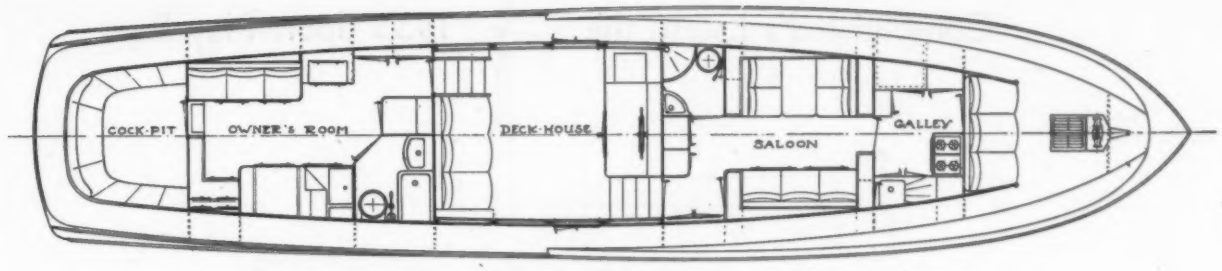
A Modern Triple Screw Commuter

DESIGNED by A. W. W. vanHoorn, naval architect of the American Car and Foundry Company, this motor yacht is of an interesting type. She is a 66-footer with flush deck and high bulwarks forward. The cabin trunk is long and the midship house, with its raking ends, carries out the streamlined effect.

No attempt has been made to provide a great number of small rooms but the space below has been divided into a few good sized compartments. The galley is of workable size and the main saloon is 12′ long, with Pullman seat and bed to port and a comfortable sofa to star-



Outboard profile of the a.c.f. commuter, with the modern deck structures



No attempt has been made to cut the quarters up into a number of small rooms

board. Toilet room with shower bath adjoins. The owner's room, aft, is 14′ long and is provided with a bed 4′ 6″ wide, sofa, dressing tables and so on, and has a roomy bathroom adjoining. The deckhouse is 13′ long and the pilot house is divided from it so that owner and guests do not have the skipper "in their laps." There is a cockpit aft and a wide seat on deck forward. The crew of three are berthed forward.

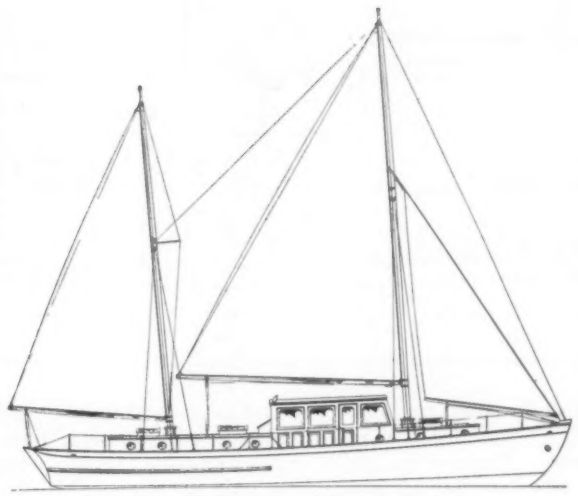
The power plant is a pair of Hall-Scott Invaders, driving the wing screws, with a small Chrysler reduction gear engine on the midship shaft. This also drives the generating plant and, used alone, permits the yacht to loaf along at low speed.

She should be well adapted for commuting service and also for week-end cruises.

"Hathor III," an Up-to-Date Motor Ketch

HERE are the plans of the motor ketch *Hathor III*, now under construction at the yard of Hodgdon Brothers, East Boothbay, Maine, from designs by Belknap & Paine, Inc., of Boston. She is being built for Commodore Sydney A. Beggs, of the Corinthian Yacht Club, Marblehead, and is scheduled for delivery about the middle of this month. Her home port will be Marblehead.

Hathor III is 61′ 3″ in length over all, 52′ 0″ on the water line, 14′ 0″ beam and 6′ 6″ draft. Her power plant is a pair of Chrysler Imperial motors fitted with 2:1 reduction gear. The engine room, which is under the deckhouse, is a good sized compartment with room to get at the machinery.



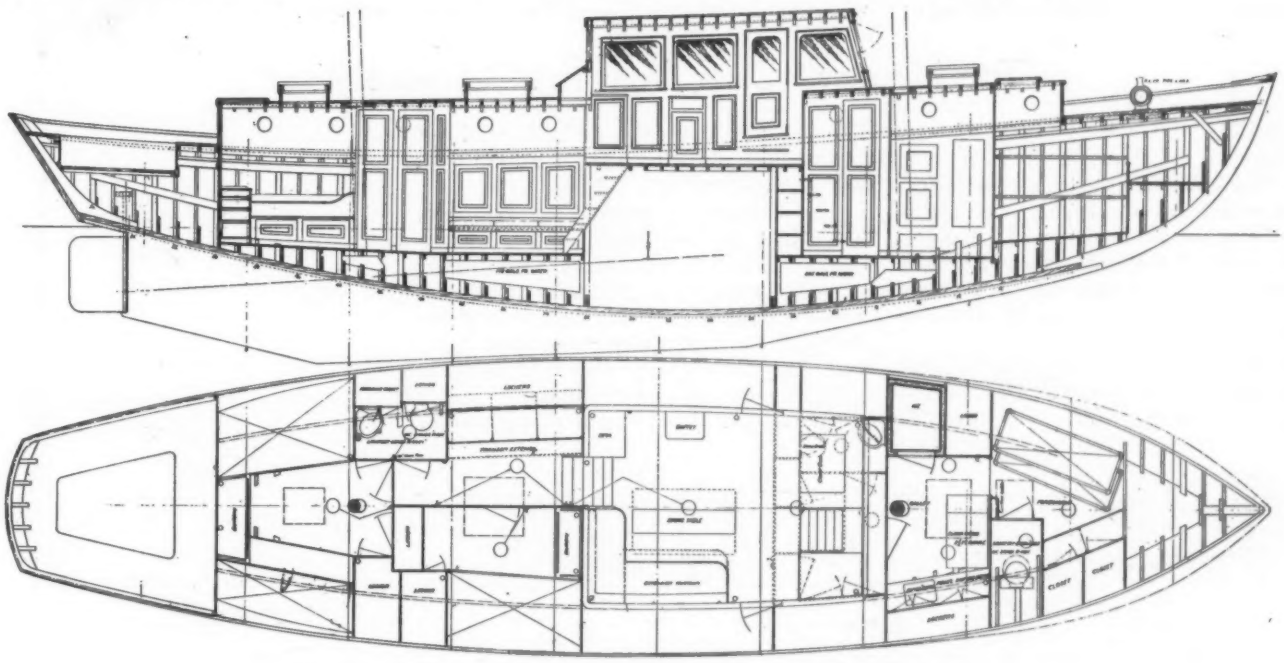
Outboard profile of "Hathor III"

She has a long trunk cabin and an enclosed deckhouse amidships. This room is provided with a desk, buffet and dining table and a seat on the starboard side may be extended to form a berth for an extra guest. Below there are two fine double staterooms aft, with a toilet room between and numerous lockers, and a berth in the passageway for extra accommodation when desired. Forward of the deckhouse is a lobby with toilet room adjoining and lockers for fishing tackle.

The galley is the full width of the vessel and is equipped with Elisha Webb coal range, Frigidaire, hot water boiler, etc. There are two berths in the forecastle and a toilet room and large lockers.

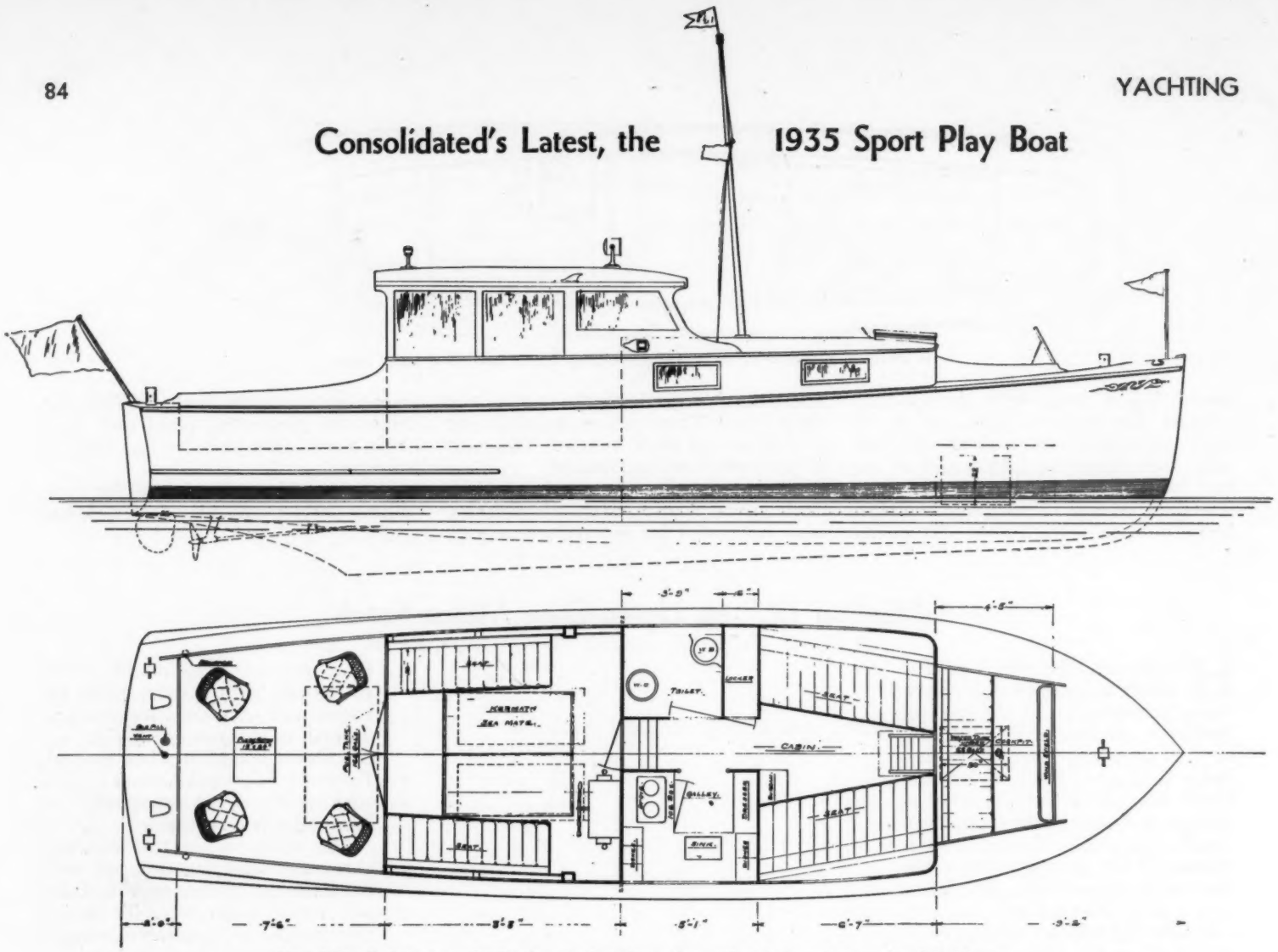
An attractive feature is the after cockpit which is watertight and self-bailing.

The yacht is rigged as a Marconi ketch with a moderate amount of canvas, well divided so that sail may be handled easily. With her well balanced ends and attractive profile, *Hathor III* should be a good looking vessel.



Accommodation plan of the new motor ketch designed by Belknap & Paine

Consolidated's Latest, the 1935 Sport Play Boat



Consolidated's latest standardized motor boat has a forward cockpit and an enclosed deckhouse

THIS fast twin screw motor boat is one of the Fiftieth Anniversary Series designed and built by the Consolidated Shipbuilding Corporation of Morris Heights, New York City, to commemorate its half century of continuous and successful operation. She is 39′ 0″ over all, 11′ 0″ beam and 2′ 10″ draft. Construction is of the finest, with oak keel and framing, double planking of cedar, mahogany plankshеer and trim, and Oregon pine deck, canvas-covered. Fastenings are of copper or bronze.

The engines are a pair of Kermath Sea Mates, developing 90 to 110 hp. each, driving the yacht at a speed of 17 m.p.h. An ample fuel supply is carried in a 160-gallon copper tank.

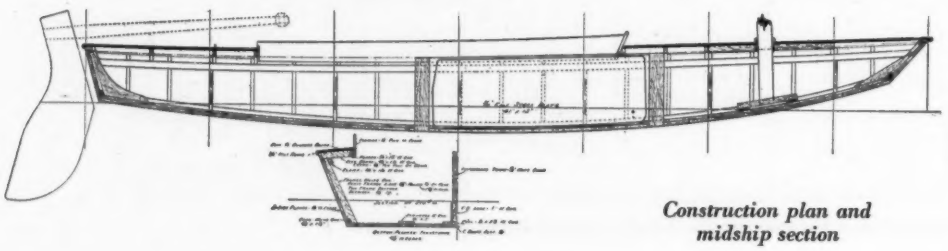
The boat has a forward cockpit with a wide cushioned seat. Access to this cockpit is through a hatch in the forward end of the house. The main saloon has a seat berth each side and a bureau. Abaft this room is the toilet room and a hanging locker and a compact galley with full equipment. Next aft is the deck house, completely enclosed, with a cushioned seat each side aft. Flush hatches give access to the engines. Aft is an open cockpit.

The "Duster" Class, from the Delaware River

DURING the winter of 1933–34, Edward K. Merrill, of Riverton, N. J., was anxious to start a one-design class of small boats to race on the Delaware River at that point. The plans shown herewith were accordingly drawn by Owen P. Merrill and the *Duster* was built, as was a sister boat by another Riverton yachtsman.

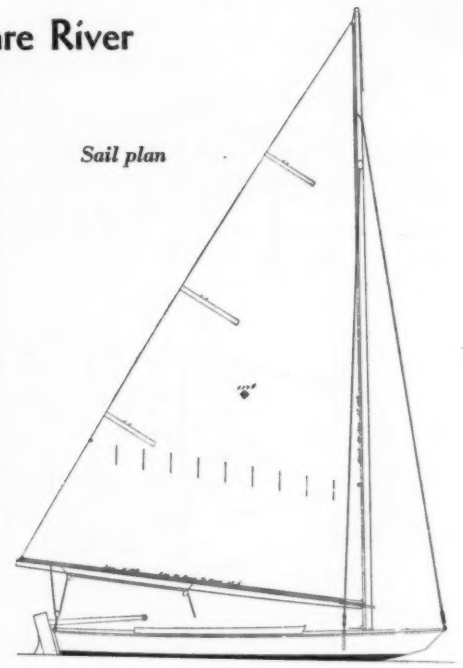
The requirements called for a boat that would be inexpensive and simple enough for construction by amateurs. She should also be able to be hauled out at the club dock by three or four men without difficulty.

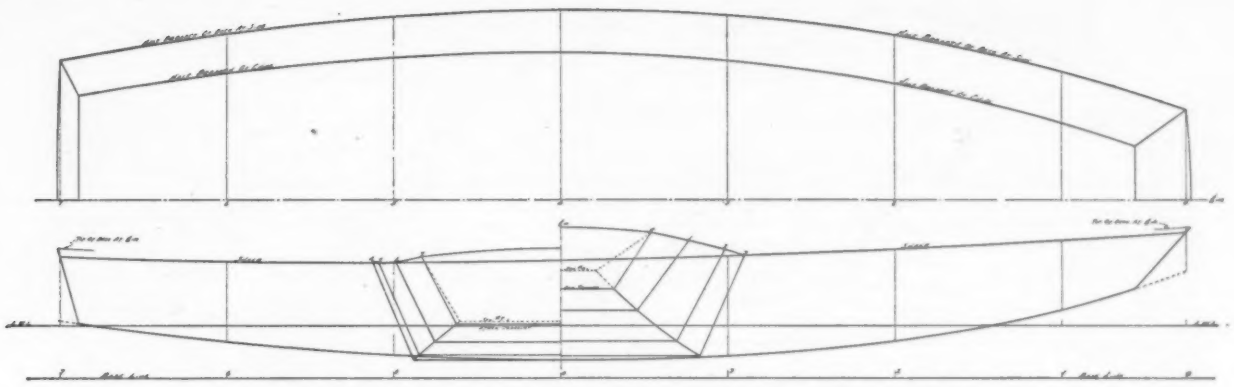
The first boat proved to be able, quite fast for her size and, as her designer writes, "A joy to sail and handle in every way." The performance of the first two boats and the keen racing between them encouraged others to build and the past winter there have been several more of the "Dusters" under construction. Before long there should



Construction plan and midship section

Sail plan





The lines show a hull form that is simple enough for an amateur to build

be quite a class of them in active service and some fine class racing at Riverton.

The boat is 13′ 7″ long over all and 4′ 6¼″ beam. Sail area is 117 square feet. The planking is of cedar, that on the bottom running athwartships. Frames, stringers, clamp and trunk log are of oak, and the centerboard is of 3/16″ galvanized steel.

A West Coast Schooner by Sparkman & Stephens

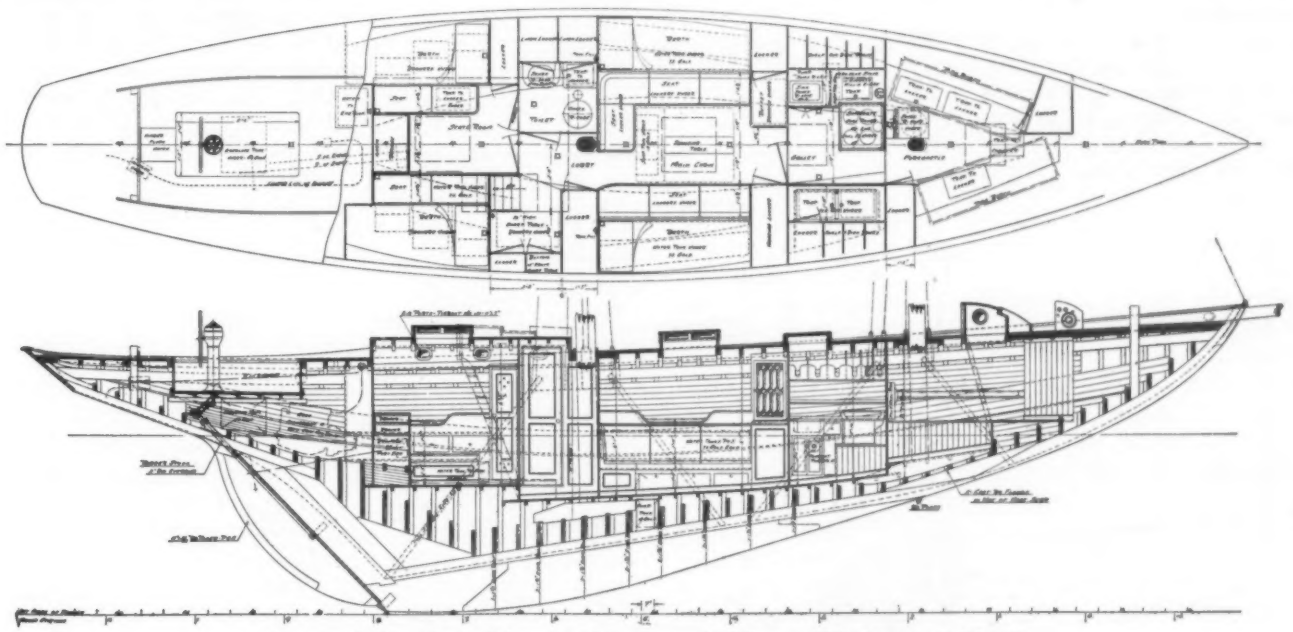
THIS new staysail schooner, now building by the Wilmington Boat Works of Wilmington, California, for W. L. Stewart, Jr., of Los Angeles, is from designs by Sparkman & Stephens, Inc., of New York. The schooner rig was chosen by the owner chiefly because there is good racing in his locality among boats of this general size and rig and the purpose of the designers was to develop as fast a type of schooner as could be combined with good seagoing qualities and comfort. The staysail rig calls for a large crew but this was not considered an objection in this case.

The new boat is 55′ 2″ in length over all, 40′ 4″ l.w.l., 12′ 6″ beam and 7′ 11″ draft. Her displacement is 20.4 tons and her working sail area 1674 square feet. Her lines are a compromise between those of *Edlu* and *Stormy Weather*, with slight alteration in the lateral plane to suit the schooner rig. Though she will race mostly under the Universal Rule, she was not designed to it, having excess displacement and comparatively short ends. Her designer states that she would fit the Cruising Club Rule better, rating about 43.6 under it. He also thinks that her performance under the Bermuda Rule would show that the present rig allowances are not far off.

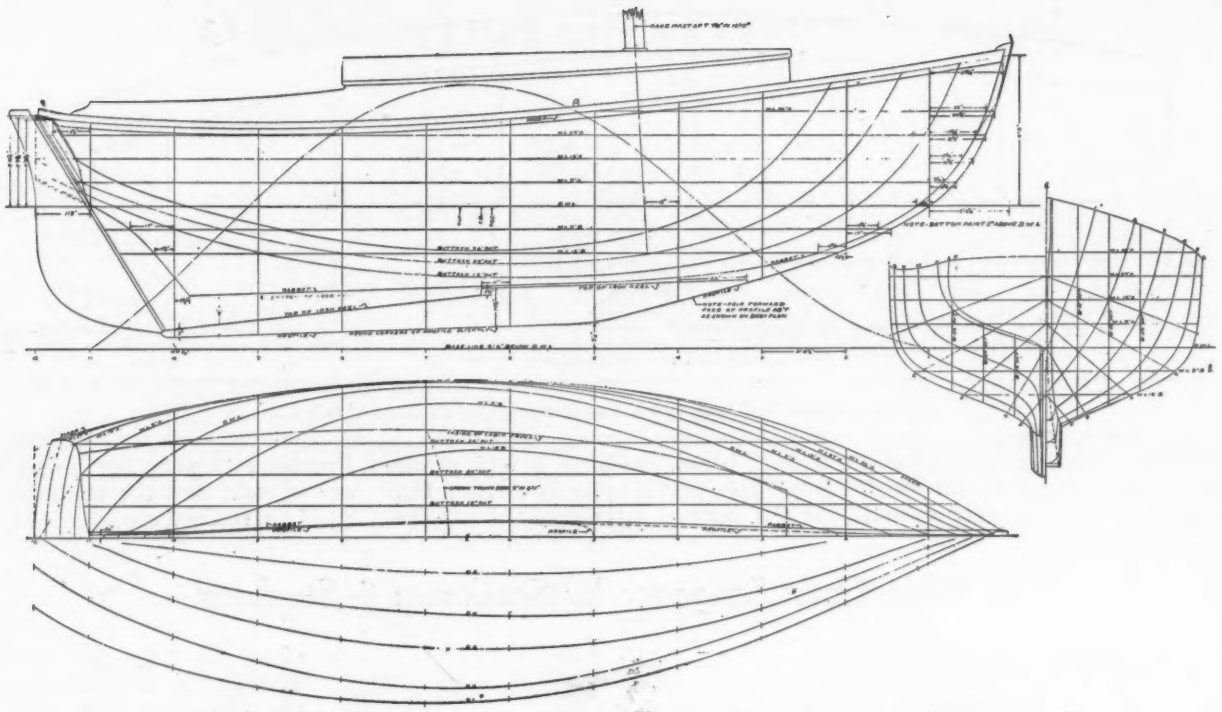
The new schooner carries a "Greta Garbo"

The motor is a Gray Fisherman Four, with "V" drive, which allows the engine to be set well aft, giving more room in the after stateroom than is usual in boats of her size and general arrangement. She will have teak decks, Philippine mahogany planking, Everdur fastenings, stainless steel rigging, hollow spars, and plenty of light canvas.

Work on the boat has just been started and she should be in commission late this coming summer.



Accommodation plans of the new schooner now building at Wilmington, California



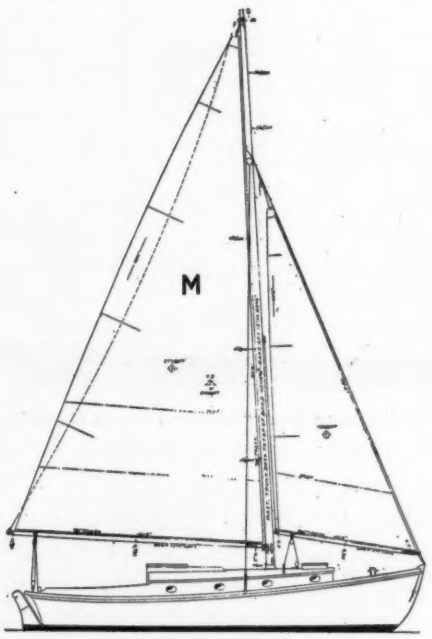
The lines of the new boat show a husky craft with powerful sections and ample sheer

The Marblehead Auxiliary, a New Stock Boat

THIS standardized craft, now offered by the Marblehead Boat Corporation, of Biddeford, Maine, is from the board of Ralph E. Winslow, naval architect of Quincy, Mass. She is a short-ended little packet with her rudder "outdoors," and her principal dimensions are as follows: Length over all, 31′ 0″; length on water line, 26′ 9″; beam, extreme, 10′ 0″; draft, 4′ 1″. Headroom in the cabin is 6′ 1″.

Construction is sturdy, with oak framing, yellow pine keel and cedar planking, bronze screw fastened. She carries 6,250 pounds of iron ballast, 4,750 on the keel and 1,500 inside. Deck and house top are canvas covered and house sides and deck trim are of Philippine mahogany.

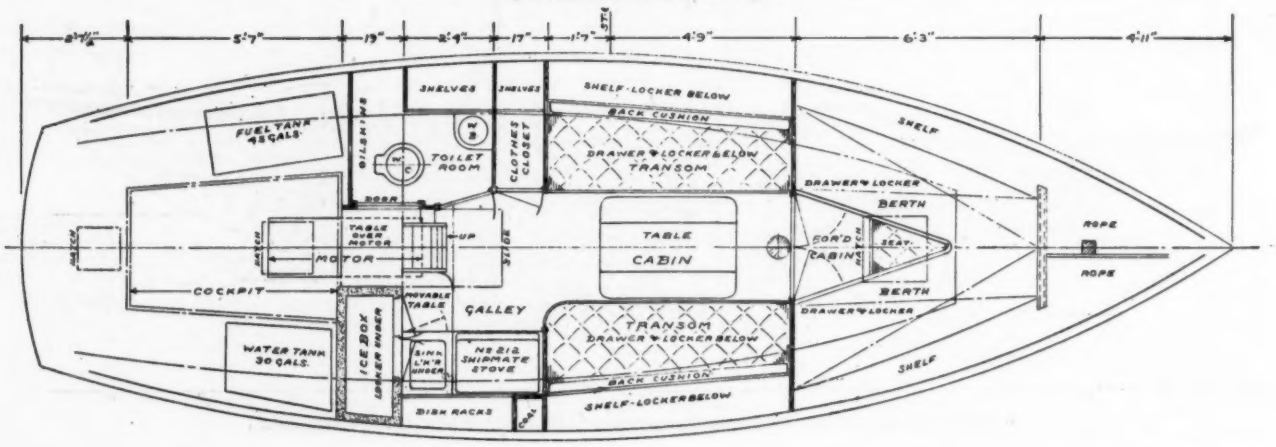
The engine is a Gray 4–40, with 2:1 reduction gear, giving the boat a still water speed of close to 8 statute miles an hour. The engine, a medium duty model with iron base, is fitted with starter and generator. The gasoline tank, of 45 gallons capacity, is located alongside the cockpit with a 30-gallon water tank on the opposite side. The ventilation of the engine compartment, as well as the tank and fill pipe system, has been worked out to comply with the latest rulings of the National Board of Fire Underwriters.



Sail plan and (below) accommodation plan of the Marblehead auxiliary

The boat carries 510 square feet of sail, 377 in the mainsail and 133 in the jib. Sails are of 8 ounce duck, mildewproofed. Standing rigging is of 1 x 19 galvanized steel wire rope.

Below decks there is a double stateroom forward with a hatch over, and a main cabin with transom berth each side. The galley is on the starboard side aft and is fitted with Shipmate coal burning range, sink, dresser, etc., and a capacious ice box. To port is a toilet room with space for oilskins and shelves for linen. The cockpit is roomy. The standard boat steers with a tiller, with ratchet attachment, though a wheel may be fitted.



Under the Lee of the Longboat

By "SPUN YARN"

HERE'S a table of distances sailed in five consecutive days by forty-four yachts that have made passages from America to Europe. I don't claim that the subject is vitally important, but suggest that it might be stimulating under special circumstances. For example, you are off on a cruise in open water and find that you have made good a distance of 463 miles in four days. Consulting the table, you thereupon decide whether or not it's worth while to set the squaresail and press on for one day more in an attempt to break the *Atlantic's* all-time record of 1463 miles in five days straight. The table gives the yacht's name and water line length, the month and year in which her best run was chalked up, and the mileage, the listing being in descending order, irrespective of chronology. If I have omitted any of your favorites, please advise.

Yacht	*W.L.*	*Date*	*Miles*	*Yacht*	*W.L.*	*Date*	*Miles*
Atlantic	135	May, '05	1463	*Atlantic*	135	July, '28	1102
Valhalla	208	May, '05	1445	*Guinevere*	150	July, '28	1095
Hamburg	116	May, '05	1435	*Brilliant*	50	June, '33	1077
Endymion	101	May, '05	1341	*Yampa*	110	June, '97	1076
Sunbeam	154	May, '05	1320	*Tern IV*	50	Aug., '26	1020
Elena	95	July, '28	1278	*Dorade*	37	July, '31	1013
Sappho	121	Aug., '69	1277	*Genesee*	110	May, '02	1009
Westward	95	April, '10	1252	*Highland Light*	50	July, '31	1003
Utowana	155	May, '05	1249	*Wander Bird*	76	July, '33	1000
Henrietta	84	Dec., '66	1204	*Zodiac*	98½	July, '28	998
Endymion	100	July, '00	1196	*Landfall*	60	July, '31	972
Thistle	110	May, '05	1195	*Pinta*	42½	July, '28	968
Fleur de Lys	86½	May, '05	1194	*Mohawk*	46	July, '28	962
Vesta	99	Dec., '66	1176	*Dorade*	37	May–June, '33	944
Ingomar	87	April, '04	1170	*Nina*	50	July, '28	928
America	90	June, '51	1169	*Alice*	48	July, '66	928
Lasca	89	May, '94	1161	*Mistress*	50	July, '31	927
Ailsa	89	May, '05	1159	*Water Gipsy*	43	July, '31	889
Dauntless	117	March, '87	1139	*Ilex*	44	July, '31	847
Hildegarde	106	May, '05	1123	*Maitenes II*	44½	July, '31	842
Vigilant	86	June, '94	1117	*Amberjack*	34½	July, '31	840
Apache	168	May, '05	1115	*Seven Bells*	38	July, '28	826
Fleetwing	95	Dec., '66	1111	*Typhoon*	35	July, '20	787
Coronet	125	March, '87	1102				

Warwick Tompkins, whose famous *Wander Bird* has made nine successful Transatlantic passages, always cuts across the tail of the Banks before shaping his great circle course to the eastward. Returning from Europe with his shipful of ardent amateurs, he has been in the habit of following the regular route for sailing vessels into the Northeast Trades. But he writes me from Cambridge, Mass., where he is now recruiting sailors for her tenth crossing, that since 1929 a gradual weakening of the Trades has forced him farther and farther south, while adding progressively to the length of his westbound passages. Thus, in 1929 he made Nassau in 28 days from the Canaries, while last year, spreading more sail, he was 38 days on a shorter run, in point of miles sailed, from Madeira to Nassau. Next September, at the conclusion of his Baltic cruise, "Tommy" plans to sail from Pentland Firth to the Azores and thence against the westerlies to Bermuda. In 1931 Captain Schlimbach sailed his *Stoertebeker*, which has never been noted as a speed wagon, from the meridian of Corvo, the Azores, to Newport in the short time of 25 days. As the only Transatlantic commuter under the American yacht ensign, *Wander Bird's* experiment will be mighty interesting to those aboard as well as to the rest of us who hear about it later.

Although the season for the annual meetings of yacht clubs — the most thrilling part of the year for a magazine editor — is now over, I prolong it with a choice nubbin of news about the Lee Rail Vikings. I've referred to this lusty club in two preceding issues, and if you don't remember the outfit it's my fault. They're an imaginary body of politicians surrounded by a sea of turmoil. Well, the commodore, not troubling to relinquish the chair at the Vikings' annual election of officers, was putting through the organization ticket in routine form — "Thoseinfavorsignifyintheusualmannerbysayingayecontrarymindednomotioncarr — " when a bolshevik member dropped a monkey wrench into the high speed gear. He nominated Able Seaman for commodore and when silence had been attained related his qualifications. It appeared that Able Seaman had led in the previous season's point scoring, and on the day of the last race had enough points to his credit to win the trophy without sailing around the course. It was a matter of record that he didn't sail the last race, but did his fellow sailors know the reason why? Because if he had done so and had been disqualified the runner-up might have gained the one point necessary to wrest the trophy from him. Gentlemen, the Lee Rail Vikings listened to this recital with breathless interest and deepest admiration. Here in their own group was the very epitome of the will-to-win, here amongst them was a man who would stay ashore on a lovely sailing day, who would stifle his own selfish pleasure, rather than jeopardize

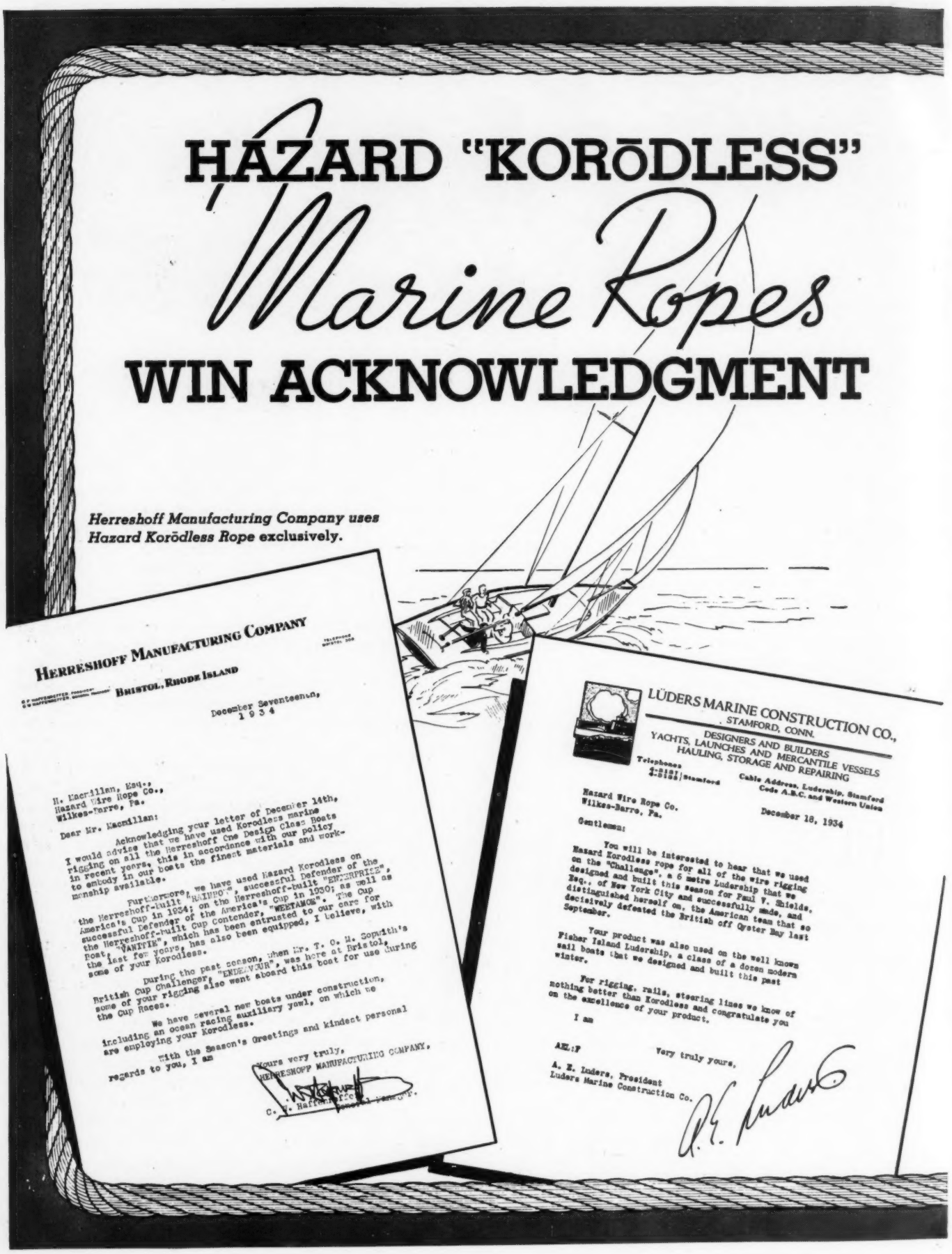
(Continued on page 121)

HAZARD "KORŌDLESS"

Marine Ropes

WIN ACKNOWLEDGMENT

***Herreshoff Manufacturing Company uses Hazard Korōdless Rope* exclusively.**



HERRESHOFF MANUFACTURING COMPANY

BRISTOL, RHODE ISLAND

December Seventeenth,
1934

H. Macmillan, Esq.,
Hazard Wire Rope Co.,
Wilkes-Barre, Pa.

Dear Mr. Macmillan:

Acknowledging your letter of December 14th, I would advise that we have used Korodless marine rigging on all the Herreshoff One Design Class Boats in recent years, this in accordance with our policy to embody in our boats the finest materials and workmanship available.

Furthermore, we have used Hazard Korodless on the Herreshoff-built RAINBOW, successful Defender of the America's Cup in 1934; on the Herreshoff-built "ENTERPRISE", successful Defender of the America's Cup in 1930; as well as the Herreshoff-built Cup Contender, "WEETAMOE". The Cup Boat "VANITIE", which has been entrusted to our care for the last few years, has also been equipped, I believe, with some of your Korodless.

During the past season, when Mr. T. O. M. Sopwith's British Cup Challenger, "ENDEAVOUR", was here at Bristol, some of your rigging also went aboard this boat for use during the Cup Races.

We have several new boats under construction, including an ocean racing auxiliary yawl, on which we are employing your Korodless.

With the Season's Greetings and kindest personal regards to you, I am

Yours very truly,
HERRESHOFF MANUFACTURING COMPANY,
C. Y. Herreshoff, President.

LÜDERS MARINE CONSTRUCTION CO.,
STAMFORD, CONN.
DESIGNERS AND BUILDERS
YACHTS, LAUNCHES AND MERCANTILE VESSELS
HAULING, STORAGE AND REPAIRING

Telephones
1-2121 | Stamford
Cable Address, Ludership, Stamford
Code A.B.C. and Western Union

Hazard Wire Rope Co.
Wilkes-Barre, Pa.

December 18, 1934

Gentlemen:

You will be interested to hear that we used Hazard Korodless rope for all of the wire rigging on the "Challenge", a 6 metre Ludership that we designed and built this season for Paul Y. Shields, Esq., of New York City and successfully made, and distinguished herself on, the American team that so decisively defeated the British off Oyster Bay last September.

Your product was also used on the well known Fisher Island Ludership, a class of a dozen modern sail boats that we designed and built this past winter.

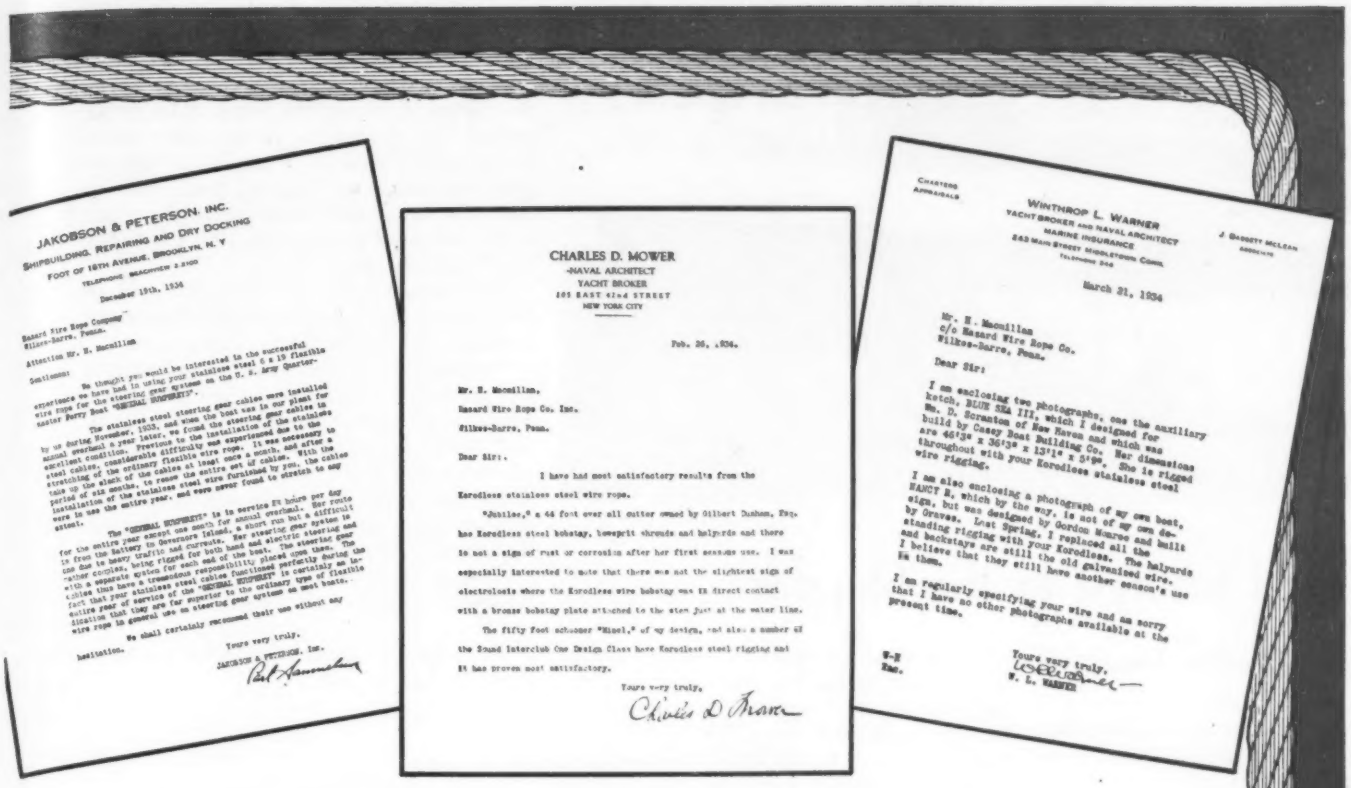
For rigging, rails, steering lines we know of nothing better than Korodless and congratulate you on the excellence of your product.

I am

AEL:F

Very truly yours,

A. E. Luders, President
Luders Marine Construction Co.


JAKOBSON & PETERSON, INC.
SHIPBUILDING, REPAIRING AND DRY DOCKING
FOOT OF 18TH AVENUE, BROOKLYN, N. Y
TELEPHONE WEBSTER 2-2100
December 19th, 1934
Hazard Wire Rope Company
Wilkes-Barre, Penn.
Attention Mr. H. Macmillan
Gentlemen:
We thought you would be interested in the successful
experience we have had in using your stainless steel 6 x 19 flexible
wire rope for the steering gear systems on the U. S. Army Quarter-
master Ferry Boat "GENERAL HUMPHREYS".
The stainless steel steering gear cables were installed
by us during November, 1933, and when the boat was in our plant for
annual overhaul a year later, we found the installation due to the
excellent condition. Previous to the installation of the stainless
steel cables, considerable flexible wire rope, a month, and after a
stretching of the ordinary flexible wire rope. It was necessary to
take up the slack of the cables at least once a month. With the
period of six months, to remove the entire rope furnished by you, the cables
installation of the stainless steel wire furnished by you, the cables
were in use the entire year, and were never found to stretch to any
extent.
The "GENERAL HUMPHREYS" is in service 24 hours per day
for the entire year except one month for annual overhaul. Her route
is from the Battery to Governors Island, a short run but a difficult
one due to heavy traffic and currents. Her steering gear system is
rather complex, being rigged for both hand and electric steering and
with a separate system for each end of the boat. The steering gear
cables thus have a tremendous responsibility placed upon them. The
fact that your stainless steel cables functioned perfectly during the
entire year of service of the "GENERAL HUMPHREYS" is certainly an in-
dication that they are far superior to the ordinary type of flexible
wire rope in general use on steering gear systems on most boats.
We shall certainly recommend their use without any
hesitation.
Yours very truly,
JAKOBSON & PETERSON, Inc.
CHARLES D. MOWER
NAVAL ARCHITECT
YACHT BROKER
405 EAST 42nd STREET
NEW YORK CITY
Feb. 26, 1934.
Mr. H. Macmillan,
Hazard Wire Rope Co. Inc.
Wilkes-Barre, Penn.
Dear Sir:-
I have had most satisfactory results from the
Korodless stainless steel wire rope.
"Jubilee," a 44 foot over all cutter owned by Gilbert Dunham, Esq.
has Korodless steel bobstay, bowsprit shrouds and halyards and there
is not a sign of rust or corrosion after her first seasons use. I was
especially interested to note that there was not the slightest sign of
electrolosis where the Korodless wire bobstay was in direct contact
with a bronze bobstay plate attached to the stem just at the water line.
The fifty foot schooner "Minel," of my design, has also a number of
the Sound Interclub One Design Class have Korodless steel rigging and
it has proven most satisfactory.
Yours very truly,
Charles D Mower
CHARTERS
APPRAISALS
WINTHROP L. WARNER
YACHT BROKER AND NAVAL ARCHITECT
MARINE INSURANCE
J. BARRETT McLEAN
ASSOCIATE
243 MAIN STREET MIDDLETOWN, CONN.
TELEPHONE 348
March 21, 1934
Mr. H. Macmillan
c/o Hazard Wire Rope Co.
Wilkes-Barre, Penn.
Dear Sir:
I am enclosing two photographs, one the auxiliary
Ketch, BLUE SEA III, which I designed for
Mr. D. Scranton of New Haven and which was
build by Casey Boat Building Co. Her dimensions
are 46'3" x 36'3" x 13'1" x 5'9". She is rigged
throughout with your Korodless stainless steel
wire rigging.
I am also enclosing a photograph of my own boat,
NANCY B, which by the way, is not of my own de-
sign, but was designed by Gordon Munroe and built
by Graves, Lost Spring. I replaced all the
standing rigging with your Korodless. The halyards
and backstays are still the old galvanized wire.
I believe that they still have another season's use
in them.
I am regularly specifying your wire and am sorry
that I have no other photographs available at the
present time.
Yours very truly,
W. L. WARNER
W-H
Enc.

FOR many years, Hazard Korōdless rigging has rendered unfailing service on all classes of boats such as "Stars," "Atlantics," "Frostbites," "Victories," as well as larger boats and cruisers. Such excellent service and impregnability to corrosion has impelled hundreds of architects, designers, builders and owners of boats to write letters of testimony similar to these reproduced here.

There are many reasons why Korōdless rigging has won such universal acknowledgment. First: Korōdless rigging is genuine "18-8 Stainless Steel." Therefore never rusts, never corrodes, as its name (Korōdless) assures, and always retains its original bright appearance.

Korōdless is much stronger, size for size, than any other type of rigging. This greater strength makes it possible to use a lighter rope or strand.

Korōdless is preformed—which means that it resists unstranding; is easier to handle; has longer fatigue life over sheaves; splices and sockets easier.

Ask any Korōdless user (they are not difficult to find) and learn the facts. Better still: write for a copy of our new Korōdless Marine Rope Handbook.

P.S. If your boat is equipped with Hazard Korōdless Rope and we have no record of it, please write us giving name of your boat, its class, name of builder, year it was equipped with Korōdless and results so far. To repay you for this slight effort we will send you free, post prepaid, the new Schick Injector Razor —the handiest razor ever invented.

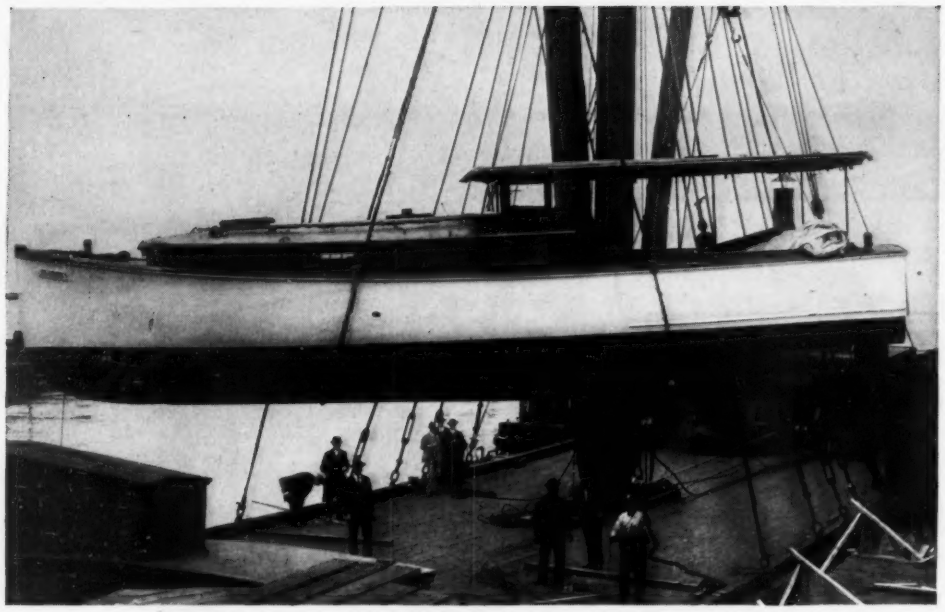
HAZARD WIRE ROPE COMPANY, Wilkes-Barre, Pa.

An Associate Company of American Chain Company, *Inc.*

Marine Department

230 PARK AVENUE, NEW YORK

In Business for Your Safety



Handling many boats every year, it is easy for the experienced workmen of Bruns, Kimball & Co. to shift this Matthews "38" from the railroad car to the waters of the Hudson River

Of Interest to the Skipper

The Sterling Crankless Diesel

AFTER a long series of tests and more than 20,000 hours of running, the Sterling Engine Company, of Buffalo, N. Y., is manufacturing a quantity of its crankless opposed piston Diesel engines and a number of them will be installed and running in various parts of the country. One of the first boats to have the new engines will be a 48-footer now nearing completion at the yard of Dawn Cruisers, Inc., Clason Point, New York. She will have a pair of these Sterlings and her trials are scheduled for this month. They will be watched with interest by yachtsmen.

The engine has horizontal cylinders with eight pistons, two in each cylinder, compressing the air between them. At opposite ends of the cylinder are separate rows of intake and exhaust ports extending all around the circumference. The exhaust port opens first, then the air port is uncovered and a charge of fresh air at nominal pressure is admitted, sweeping out the burnt gases. As the pistons start back on the compression stroke, air continues to enter until the port is closed by the piston. The air, which has been given a rotary motion as it entered, continues to spin around in the cylinder as it is compressed. At the point of maximum pressure the fuel is sprayed in and ignited. The pistons are forced apart on the power stroke and the cycle is repeated. The engine works on the two-cycle principle.

The reciprocating motion of the pistons is transferred to inclined discs, mounted on a straight shaft, at each end of the engine, driving them through bearing units which work on the same principle as the well-known Kingsbury thrust. The reciprocating motion of the pistons is thus converted into rotation.

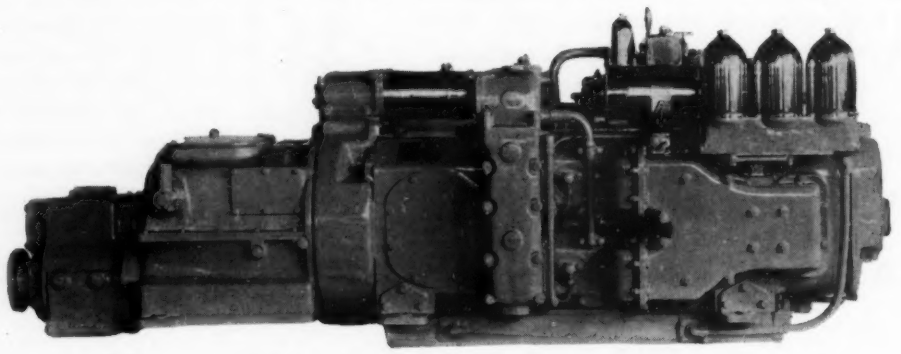
The engine has few working parts and neither camshafts, valves nor springs. Exhaust temperatures are low, the engine is free from vibration, and the speed range is from a minimum of about 400 r.p.m. to 2000 r.p.m.

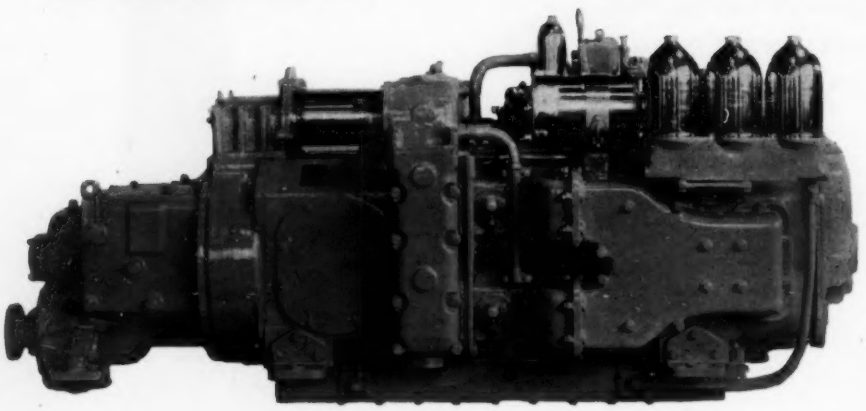
The model CD 435 is rated 140 hp. at 1800 r.p.m. Bore is 3½″ and stroke 4¾″, the piston displacement being 365.6 cubic inches. The net weight of the direct drive model is 2875 pounds. In this model the engine revolutions are reduced from 1800 to 1440, the drive shaft being below the main shaft. The over all length is 79″, the width 30⅜″, and the height 33″.

The engine may be had with either 2:1 or 3:1 reduction gear, the length being increased to 94⅜″ and the weight to 3300 pounds.

The engine is equipped with electric starter and generator, clutch and reverse gear, combination fuel injection and fuel transfer pump, fuel filter and governor, lubricating oil pumps, oil cooler and filter, water pump, injection plugs, propeller shaft flange coupling (bored), exhaust manifold and flange, and storage batteries. A piston type scavenging air compressor is used. It has neither poppet nor automatic valves, connecting rods nor crankshaft.

The engine's limited height allows it to be placed low in the boat.





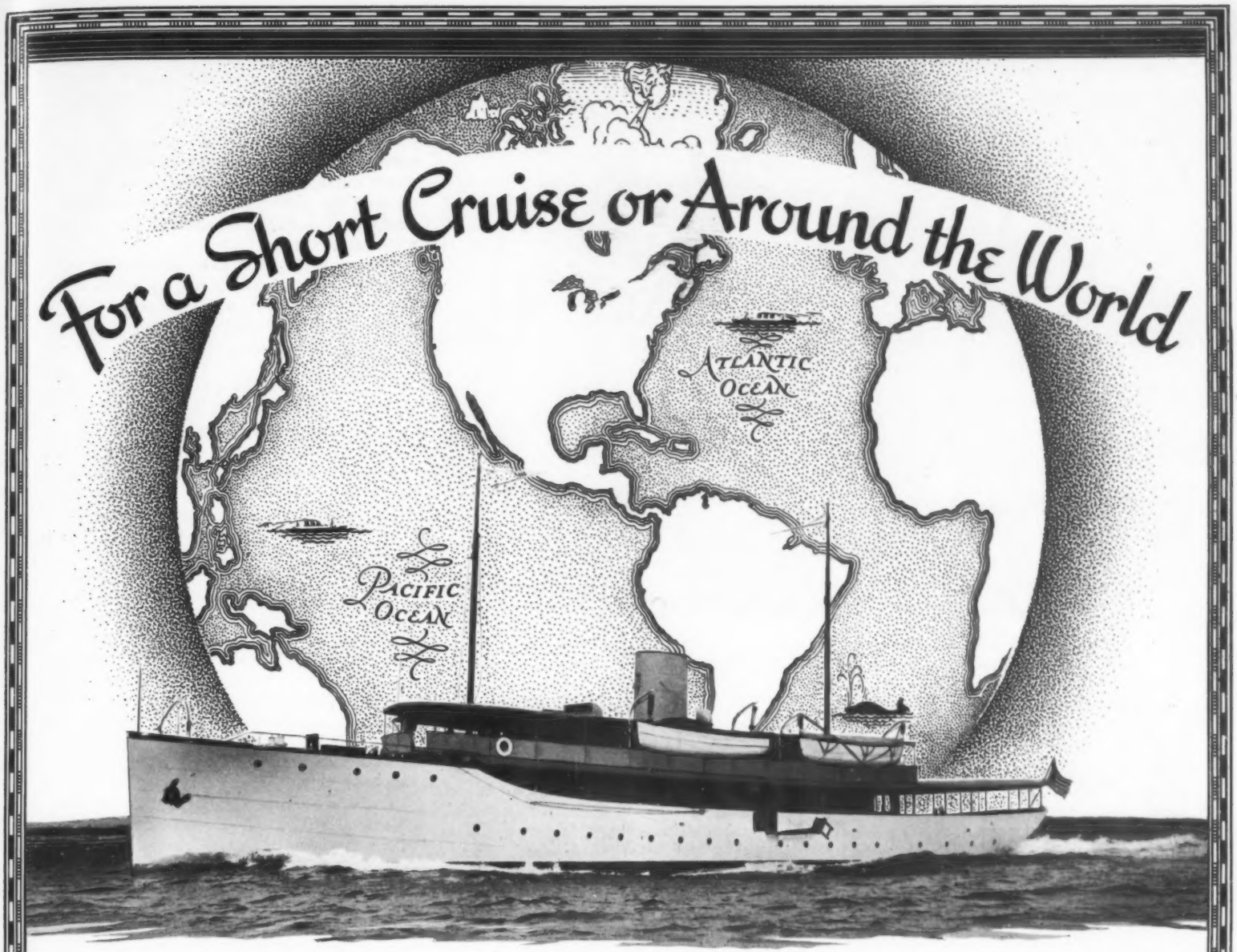
The Sterling Model CD 435, the crankless Diesel, is available for direct drive or with built in reduction gear of either 2:1 or 3:1 ratio. The engine develops 140 hp. at 1800 r.p.m. and its limited height allows it to be set low in the boat

+ + +

Getting Them Overboard

One question that a visitor to the permanent boat show in the offices of Bruns, Kimball & Co., New York, is: "How do you get them in here and how do you get them into the water?" It is not so hard if you know how.

Suppose that a Matthews cruiser is sold from the show room. As she stands on the floor she is already in a cradle. She is put on rollers and transferred to a trailer owned by a trucking concern which specializes in this work. The trailer is then towed to the railroad yard at West 60th St. If the boat comes in from Port Clinton by freight train, she ar-



PERHAPS, like Douglas Fairbanks, Sr., you take keen delight in circling the globe, or, you may be content to cruise more leisurely and not so far. In either case, you will derive a world of pleasure from having the most capable kind of power.

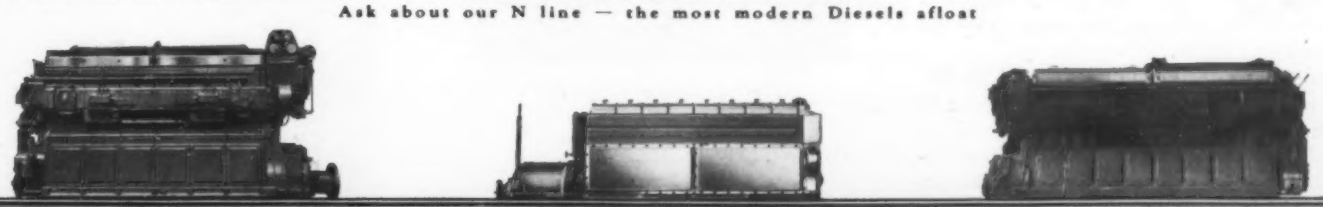
Smooth, quiet, responsive . . . the Diesel yacht, "Caroline" was chosen for the Fairbanks world cruise. 171 feet long, she is Cooper-Bessemer powered.

THE COOPER-BESSEMER CORPORATION

Mt. Vernon, Ohio — PLANTS — Grove City, Pennsylvania

25 West 43rd Street, NEW YORK
Mills Building, WASHINGTON, D. C.
Hoffar's Limited, VANCOUVER, B. C.
53 Duncan Street, GLOUCESTER, MASS.
Esperson Building, HOUSTON, TEXAS
640 East 61st Street, LOS ANGELES, CALIFORNIA
The Pacific Marine Supply Company, SEATTLE, WASHINGTON

Ask about our N line — the most modern Diesels afloat



"Gitana," 44 feet 7 inches over all, was designed by Ford, Payne & Sweisguth for Dr. H. H. Morton. A Buda HM 173 drives her 7 m.p.h.

rives at the same yard. Once at the yard, the car is placed on a pier which extends several hundred feet into the Hudson and a derrick lighter is then brought alongside the pier. Meanwhile, the boat's cover is taken off and the chocks and bracing which hold her on the car are removed or loosened. When all clear, padded slings are placed around the boat. Great care is taken not to mar hull or joinerwork and to have the boat level when hoisted.

Then the derrick picks up the boat, lifts her clear of the car, swings her out over the water and lowers her gently until she is afloat. When the slings are out of the way, a Bruns, Kimball crew go aboard and get busy. The boat is cleaned off carefully outside for, even though she has traveled under a canvas cover, fine dust and soot get under it. The mast is stepped, running lights are installed, the horn is connected and tested, as are the pumps, the equipment is checked and other details attended to. The boat is then ready for delivery to her owner.

\+ + +

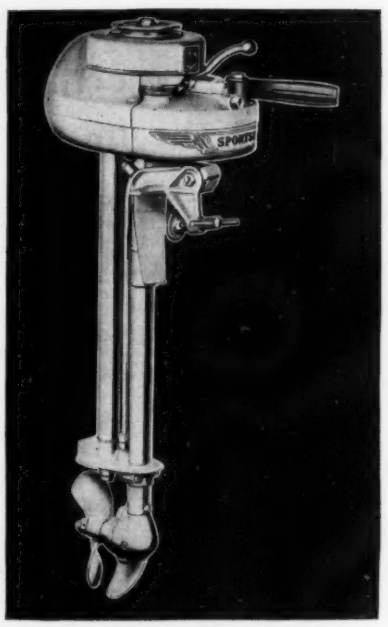
A New Fabric

A pure white waterproof canvas known as Jaton Sail White is distributed by the Gill Corporation, of Cambridge, Mass. The manufacturer suggests the use of the lighter weights of this material for sail covers, awnings, etc., for small craft and the heavier for boat covers and awnings for large yachts. It is stated that Jaton is an absolutely waterproof canvas and that it will not turn yellow from exposure to the sun. Any dirt is easily removed without affecting the material by using soap and water.

Jaton stays dry in the tropics and flexible even in a northern winter. The treatment to which it has been subjected is designed for exceptional service and is the result of research by skilled chemists in coöperation with deep water sailormen.

Evinrude Sportsman With Longer Shaft

Outboard Motors Corporation, manufacturers of Elto and Evinrude motors, has just announced that the new Sportsman model, first presented in January, is now available with a shaft 5" longer than standard. The additional length does not necessitate any change in the motor, for power head, bracket, gear housing and propeller remain the same as on the standard model. This motor has the hooded power feature and flexo-rubber steering and develops 1½ N.O.A. horse power. Its weight is 24½ pounds.



The Evinrude 1½ hp. Sportsman is now offered with the shaft 5 inches longer than the standard length. Right. The Evinrude-Elto Racing Speeditwin

The corporation also announces the advent of the newest of the Speeditwin line, a Class C racing model which has a new cylinder with specially designed detachable head of aluminum. New pistons have also been provided with specially designed baffles to obtain the utmost compression and most thorough scavenging. Extended tests indicate that this motor will maintain high speed over long distances. The gear ratio has been officially changed to 13–19. The price of the motor remains the same.

Owners of 1933 and 1934 Speeditwins will be glad to learn that the new cylinders and pistons are applicable to their motors.

The Midget and the "460" Class F motor are continued as before.

\+ + +

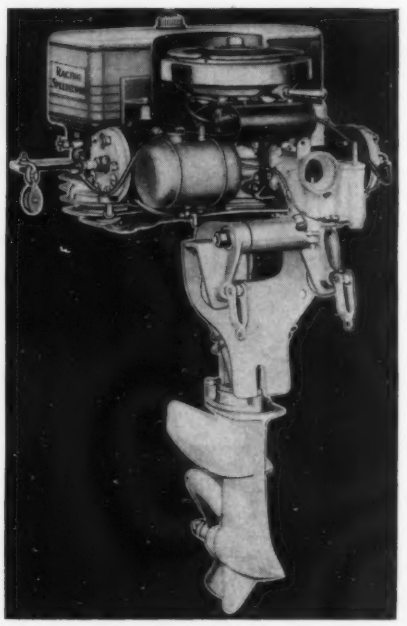
Marblehead Green

For many years, Marblehead Anti-Fouling Green has been known to yachtsmen. The makers, Stearns-McKay Manufacturing Co., have been studying bottom paints for more than a quarter of a century. Today Marblehead Green combines strongly antifouling properties with great smoothness and a slippery finish. It has been successfully used by the same yachtsmen, year after year for many years, on both large and small cruising yachts and has stood up under the most severe conditions, keeping a smooth and clean surface. It has been found invaluable as a protection against the ravages of the teredo in tropical waters and on the New England Coast.

Marblehead Green has been used on the Atlantic, Pacific and Gulf coasts of the United States and also in the Bahamas, Bermuda, New Zealand, Australia and even in the Fiji Islands. Its qualities have won it commendation from naval architects and boatbuilders.

The company makes a Special Hard Finish Racing Green which gives a fine racing bottom but recommends it only for racing craft where antifouling qualities are of secondary importance. A valuable paint for inland waters is the company's Special Fresh Water Anti-Fouling Green, which is highly resistant to the various chemical impurities which are often present in considerable quantities.

A pamphlet, of interest to yachtsmen, will be sent on application.



YOU CAN'T BEAT A *Chris-Craft*

SMART NEW 16FT. CHRIS-CRAFT RUNABOUT $945 F. O. B. FACTORY

WITH THE NEW CHUMMY DOUBLE COCKPIT FORWARD

OF MOTOR BOATS

MAIL THIS COUPON

CHRIS-CRAFT CORPORATION,
405 Detroit Road, Algonac, Mich.

Please send complete illustrated catalog of the 1935 Chris-Craft Fleet to

*Name*_____

*Address*_____

*City & State*_____

Chris-Craft ★ DEPENDABILITY ★ ECONOMY

Aweigh* »Baccarat» Edlu »
All Powered by Gray

Judge Gray by the Company It Keeps

EVER since the first "one-lunger" came aboard to provide power in emergency, Gray Marine Motors have been prime favorites with designers, builders and owners of the finest auxiliary sailing craft.

Today, as in the past, you find Grays in the finest and best-appointed boats. Such outstanding performers as are mentioned on this page, and hundreds of others of every type and size, use Gray.

Designers find that Grays take less space and provide more actual usable power per pound. (Gray weights are certified.) This permits the architect to carry out his plans and ideas without sacrificing any detail because of the limitations of the power plant.

Builders find Grays easy to install safely and successfully, without compromising anything else. Gray equipment is complete, and highly standardized.

Owners find Grays economical over the long run, quiet and vibrationless in action and thoroughly dependable in every way. Parts are available everywhere, and there is a Gray size and style just right for every boat, — "Fours," "Sixes," and "Eights," 10 to 150–300 h.p.

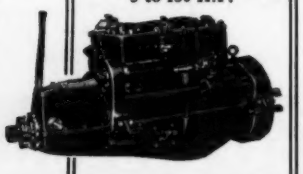
★ "Aweigh" — Designed by Sparkman and Stephens. 1935 Winner of the Miami-Nassau Race, the Havana-Keywest Race and second place winner in the St. Petersburg-Havana Race. Powered by Gray Motor and "Vee-Drive" Gear.

"Edlu": Another Sparkman and Stephens design, powered by Gray. Winner of Class A Bermuda Race, 1934.

"Baccarat": Designed by R. J. Pouliot. Winner Mackinac Race, and Bermuda Race, Class B, 1934. Powered by Gray.

A new 36-page Catalog is ready now. We'll be glad to send it, and the "Book of Boats" to boat owners or prospective owners, on request.

A Gray for Every Boat, 5 to 150 H.P.



GRAY MARINE MOTOR CO.
656 Canton Ave., Detroit, Mich.

Yachting Notes and Comment

What "Yankee" Will Find Abroad

MR. GERARD LAMBERT'S sporting decision to visit this country in *Yankee* and to take part in the regattas of the coming season has been welcomed by British yachtsmen as an event of the greatest importance to the sport. *Yankee*, in her last season's trim, was thought by many experts to be at least the equal in all round performance of the Cup winner *Rainbow*, and, under the conditions which she may be expected to meet with in our home waters, it is probable that she will be even better than Mr. Vanderbilt's fine vessel. Of one thing we may feel quite certain — that Mr. Lambert will have tuned up *Yankee* to concert pitch, and we may look forward to the finest big class racing that has ever been seen in British waters.

The King's yacht *Britannia*, built 42 years ago, is being given an up-to-date rig with double headsails in place of three, and, of course, a double clewed jib. Under the special regulations governing the size of spinnakers which will apply to yachts of Class J racing in British waters, the huge sail *Britannia* carried last year will have to be reduced, but those of the other yachts in the class conform, I understand, to the new regulations. Thus, to a certain extent, the advantage gained by *Britannia's* improvement in rig will be minimized.

In case it may be difficult for some people to realize how *Britannia*, a larger vessel with more sail area than *Yankee* or *Endeavour*, comes to be rated *smaller*, it may, I think, be well to give an explanation of the method by which she, an old yacht built to a different rule, is measured for classification.

Under the heading of "Rating Rule for Old Yachts," it is laid down that: For the purpose of this Rule, an old yacht is one built before January 1, 1930, and of above 46 feet on load water line. All measurements are taken in accordance with the International Rule (Section I, Part II, in the Y. R. A. Handbook, or, in other words, by the Universal Rule method).

RATING

(1) Rating = A percentage of the square root of the sail area

(2) The percentage used is the following:

$$\text{Percentage} = \frac{90 \times \text{LWL}}{\text{LWL} + 2.5}$$

"An old yacht, not built to the 23-Metre or 24-Metre I. Y. R. U. Classes, or the New York Yacht Club, J, K or L Classes, will be allowed a *deduction* from Rating of a portion of the *distance* which the point of quarter beam length measurement at the bow is abaft a point 8 per cent of LWL from its fore end."

This sounds a bit complicated, but it boils down to the fact that *Britannia*, owing to a bow which is relatively very fine, gets a deduction from her rating as found by the percentage system set forth above. The formula by which the amount of this deduction is ascertained reads as follows:

$$\text{Deduction} = \text{Rating} \times \frac{\text{Distance}}{\text{LWL}}$$

There is yet another deduction to which "old" yachts are entitled. After having been measured by the percentage rule, and whether or not they are entitled to the "distance" allowance, they receive an additional 2½ per cent deduction from their rating.

It may well be thought that this is a somewhat roundabout way of obtaining an "old" yacht's rating, but "the proof of the pudding is in the eating" and, in the case of *Britannia* and, indeed, of the other "old" yachts also, this system of measurement has worked out wonderfully well and reflects great credit on its originators. At any rate, by its

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Winner Class B — Montauk-Bermuda Race, 1934
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Designers and Builders, R. J. Pouliot, Inc., Detroit, Mich.

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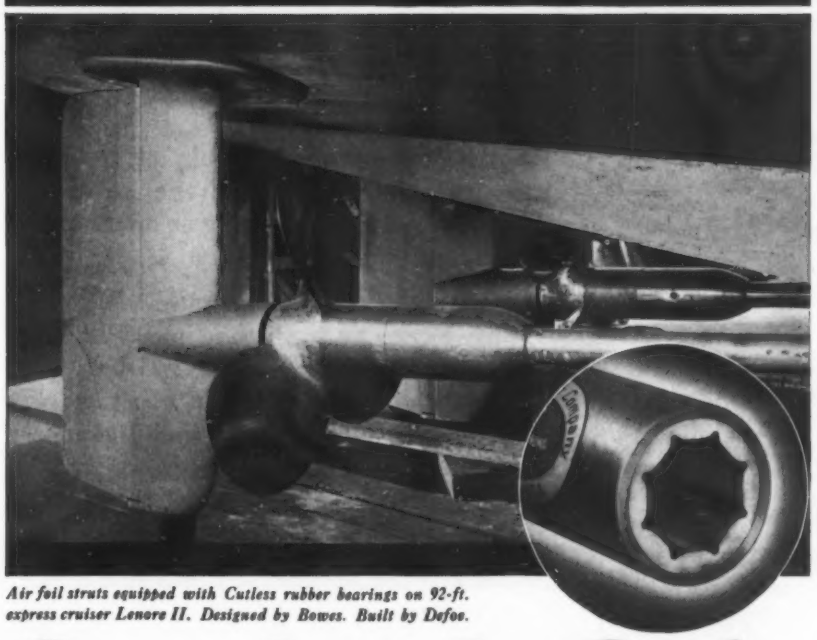

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use, the objectionable feature of handicapping has been avoided. The net result, in the case of *Britannia*, is that her rating after the application of both deductions is 73.46 feet as against 76 feet of *Endeavour* and *Velsheda*, and she receives an allowance of 4.8 seconds per nautical mile. I have gone into the matter somewhat fully because it seems necessary to give an explanation as to the reason why *Britannia* should be receiving time from *Yankee*, *Endeavour* and *Velsheda*.

With a view to increasing her speed, Mr. W. L. Stephenson is having extensive alterations carried out on *Velsheda*, and the work is in hand at her builders' yard at Gosport. A centerboard is being fitted, which should certainly improve her performance to windward, particularly in open water and, in addition to this, she is receiving hull alterations both forward and aft. Forward, her stem is being "rounded in" for some distance above and below the load water line, with the result that her forward profile now shows a distinct hollow. The shortening of the water line forward is due to an approximately equivalent lengthening of the line aft, the ratio of the cube root of the displacement to the water line length remaining practically the same and to the proportion required by the rule. By lengthening the load line aft, Charles Nicholson has found it possible to lower the under side of the counter at its after end by about a foot. The after end of the yacht will be completely changed in appearance and it is expected that she will leave the water more cleanly and with a lower crest to the stern wave. When I last visited Gosport, there were so many uprights and stages in the way that it was impossible to form a clear impression of her, but it is fairly certain that she will differ greatly in appearance aft from *Endeavour*.

With the coming of *Yankee*, the big class will be the strongest ever seen in English waters, as it will consist of *Britannia*, *Astra*, *Candida*, *Shamrock*, *Yankee*, *Velsheda* and *Endeavour*. At some of the regattas during the latter part of the season, the seven cutters will probably be joined by the big Herreshoff schooner *Westward*. *Shamrock* has had an electrically welded streamlined high tensile steel mast built by Messrs. Camper and Nicholson. This spar, which is fitted with diaphragm plates but with no longitudinal stiffeners, shows a remarkable degree of strength in a fore and aft direction and is a fine example of the system of mast construction introduced by Charles Nicholson.

There are two Eight-Metres and one "Six" nearing completion at the Gosport yard, but the most interesting of the new craft is a 33-ton, 45-foot water line Bermudian cutter which is building for Mr. I. Bell to Charles Nicholson's design. This yacht, although not designed to the rating rule of the Royal Ocean Racing Club, appears to conform in a remarkable way to the requirements of that rule. Actually, she was designed as a normal fast cruiser. Certainly, it looks as if there is no need to depart from the normal type in order to conform to the club's measurement rule. The new craft has an easy midship section, moderate beam — just a little more than *Dorade*, relatively — practically the full draft allowed by the rule, and ample freeboard. Her fore and aft lines are sharp and cleanly carried out into moderate overhangs forward and aft, so that she should be particularly easy to drive with a comparatively small sail area. Further, her form both above and below the water line gives one the impression that it will be well suited to the sort of seas which are likely to be met with in the English Channel. I understand that Mr. Bell will probably enter this yacht for the Fastnet Cup Race and, if this turns out to be the case, the new Nicholson boat should give a good account of herself.

Another probable entrant for the Fastnet is the 53½-foot yawl *Trenchemer* which Mr. Bell, a Rosshire yachtsman, had built to a design by Olin Stephens. The lines of this yacht were published in the Royal Corinthian Yacht Club's book of designs for deep sea racing craft.

M. Heckstall-Smith

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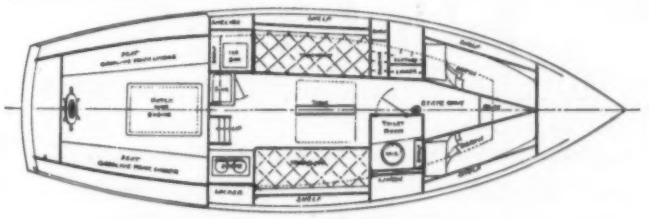

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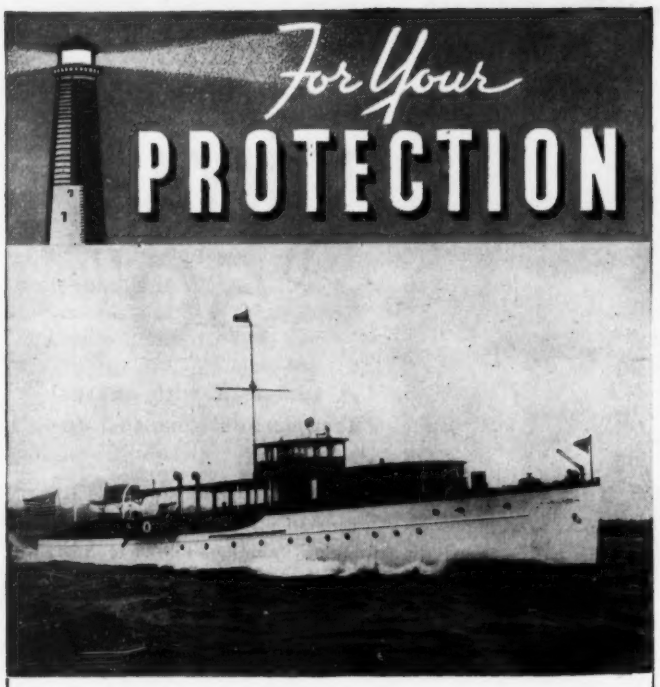

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Books for the Yachtsman

Sailors' Knots

By Cyrus Lawrence Day

(Dodd, Mead and Co., New York, $3.50)

NOT just another knot book which goes over the same old ground, but one with a scientific basis. Not content with the published accounts of tests on the strength of knots, the author made a careful series of breaking tests in the laboratory on knots made of new rope and with all of them pulled on the same day, so that there would be no variation in strength due to difference of humidity, etc. He also tested certain knots, such as the sheet bend and the bowline, made in two different ways, and noted not only their strength but their behavior as to slipping or jamming.

A brief history of knot making from the earliest times is of great interest, with notes on the magical properties once assigned to knots by primitive peoples. Some knots may be identified — the reef knot was known to the ancient Greeks and Romans.

The most valuable feature of the book is the clear directions for making the different knots, bends, hitches and splices, illustrated by an excellent series of photographs. The author also points out that the carrick bend and the sheet bend, for example, should be made with the two ends coming out on the same side of the standing parts to attain the maximum strength and freedom from jamming.

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Cruises of the "Joan"

By W. E. Sinclair

(Longmans, Green & Company, New York, $5.00)

MATTER-OF-FACTLY titled and modestly recounted as are the exploits of *Joan* and her owner, they constitute the stuff of high drama. It is not every day that a 22-foot vessel is brought across the North Atlantic, nor every day that such a staunch little ship may be found. The *Joan* was one of these rarities. A Falmouth quay punt entirely dependent upon sail, she could go anywhere.

The first trip, negotiated partly with a friend and partly single-handed, was confined largely to coastwise cruising. It was a pleasant itinerary: encircling Great Britain with passage at the North through the Caledonian and Crinan Canals, the former a waterway of notable beauty; and so, toward Erith and home, with calls at Irish and other ports.

Early in the trip, *Joan's* behavior running before a heavy sea convinced her skipper "that she could stand something really bad." On her next voyage, when hove to for five days in a gale off Cape Finisterre, she proved it. It was for this, her first deep water sailing, that several changes were made in the little ship; on this passage, too, that her skipper first experimented with that moot object, the sea anchor, and found it to be, in *Joan's* case, nothing short of perfection.

Followed a voyage into the Baltic where, among the lovely but perilous waters of the Stockholm Archipelago, the skipper had ample opportunity to test his seamanship. Later on when, homeward bound, he was blown many miles out of his course and all but lost, his skill as a navigator was again severely tried before he made his landfall at Danzig.

This adventure, however, was only the forerunner of what was to come. With his first casual confidence in *Joan's* capabilities strengthened by her impeccable performances under sailing conditions of progressive difficulty, the desire to try her still further naturally asserted itself in her owner. Both Mr. Sinclair and the friend who had shared a part of his Baltic experience felt that she could safely reach America. They decided to go by way of Iceland and Greenland, those far and fascinating islands which have been the doom of many a gallant ship and fearless crew.

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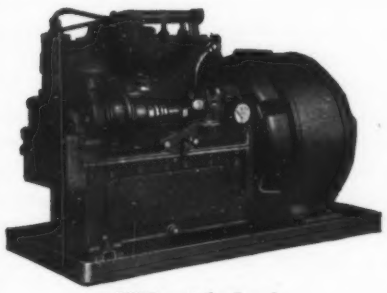

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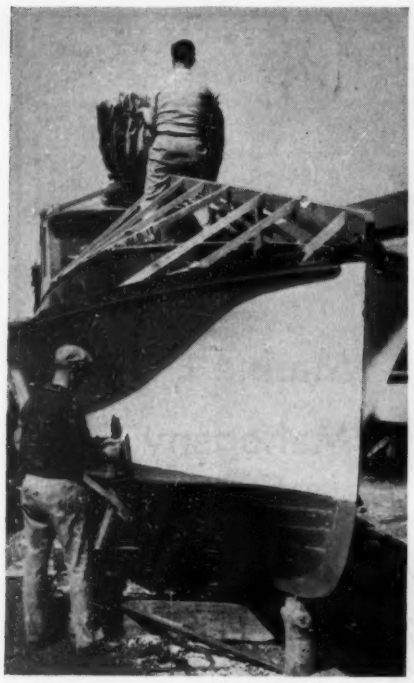

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Even so, the *Joan*. Resisting the temptation to call at Greenland's dangerous west coast, she pointed her nose toward St. John's, Newfoundland, leaving Cape Farewell behind. Then, in a long-drawn-out and furious gale, the diminutive ship was tragically disabled. In the end, she had to be abandoned, as help mercifully came to her crew of two.

Mr. Sinclair treats storm, disaster, and even imminent death as so natural a part of the day's work that the reader becomes a little impatient of his British *sang-froid*. However, he possesses an eye for beauty, an ironical humor, and so resourceful an intelligence in solving problems nautical, that his story remains a memorable one.

M. TODAHL

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Unrolling the Map

By Leonard Outhwaite

(*John Day: Reynal & Hitchcock, Inc., New York, $3.75*)

ANALOGOUS to the work of various writers in the fields of philosophy, history, drama, poetry, and many other subjects, is this volume concerned with the realm of exploration. Mr. Outhwaite presents his material in a way that is as unique as it is fascinating. Indeed, his accomplishment exceeds his aim, for he has done much more than "unroll the map" before the reader's delighted eyes. His book approaches the status of an allegory depicting man's uncertain progress from the cradle to the grave, a record of incredible courage, glorious faith, and high tragedy, that is all too often marred by the cankering pettiness of fear, greed, hatred, and misunderstanding.

In this pageant, some of the ancient heroes — Ulysses, for instance, and Alexander — are rescued from the stuffy mists of fanciful ambiguity and exposed to the invigorating sunlight of accurate common sense appraisal. Nor do they suffer by the change. But this process of illumination is not confined to well-known figures of romance. The author's meticulous honesty gives a place in the sun to more than one of history's lesser personages, who, like Bartholomeo Diaz de Novaes, while denied the worldly recognition due his capabilities and experience, could still be responsible for the spectacular exploits of a Vasco da Gama.

Beginning in 2750 B.C. with Hannu, of Egypt, the first explorer of whom there is any historical record, the reader travels by land, sea, and air, down the centuries to Monsieur Piccard, of twentieth century France. There is scarcely one of these adventurers who fails to inspire the imagination, not as a glamorous puppet but as a very real human soul dominated by a vision. And what anguish was endured; what terrors overcome; what triumphs realized in following that light! Sometimes, the flame was kept burning by religious fervor, as during the Crusades, and among the missionaries of the Middle Ages, notably Friar Juan de Piano de Carpini; sometimes by scientific zeal, as with Charles de La Condamine, Baron Von Humboldt, Charles Darwin; sometimes through lust of gold, as with the majority of the Spanish explorers; sometimes motives were so mixed as to be indeterminate, as with the visionary but essentially practical Henry, the Navigator.

The narrowly circumscribed confines of man's first "known" world, centered at the eastern end of the Mediterranean, are seen to give way slowly but surely before his inquiring mind. The tiny area designating the extent of civilization in 3000 B.C. expands to world-wide proportions in 1935; and, little by little, with an orderliness possible only to such a system as that devised by Mr. Outhwaite, the map is unrolled in its entirety. A series of 57 diagrams of the globe, drafted after the Mercator projection, contributes graphically to this legerdemain.

Finally, there should be mentioned, as one of the most appealing features of the whole book, the carefully studied pen and ink drawings done by Gordon Grant of the ships of different eras and famous explorers, with definitive paragraphs concerning each.

M. TODAHL

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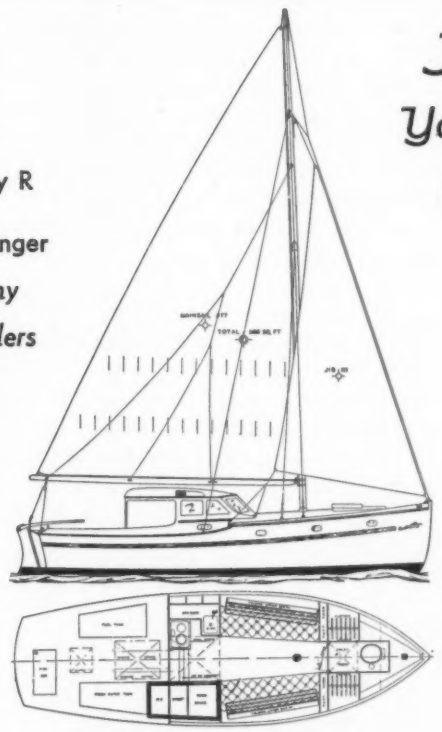

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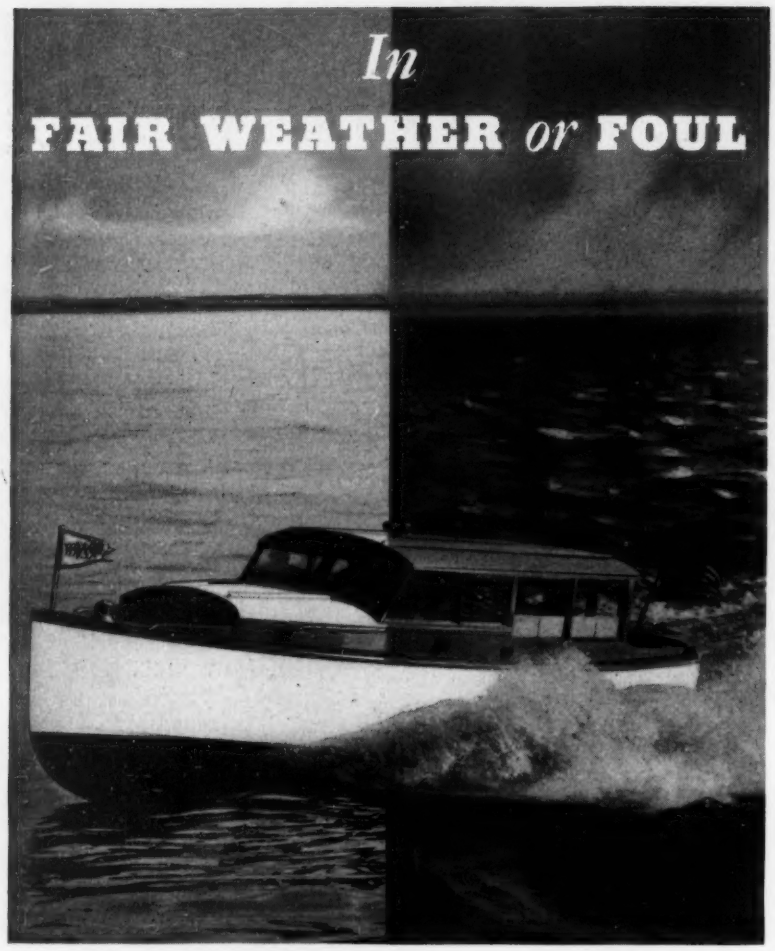

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MARINE FINISHES

Small Boat Racing

By William F. Crosby

(*The Rudder Publishing Co., New York, $2.50*)

DESIGNED primarily for the owner of a small sail boat who has had little or no experience with racing, this book is simply written and gives much elementary instruction. Its field is confined solely to the handling of small one-design and restricted class boats which do not, as a rule, use light sails so that spinnakers, ballooners, etc., are not considered. However, there is much useful information as to the care and handling of small craft in racing, and an exposition of the racing rules.

Much of the book is devoted to the duties of regatta committees and yacht club administration in general. There is also a chapter concerning balancing a sail plan which should be appreciated by those who wish to change a boat's rig or fit sails to a boat built without them. A feature is a list of the various small one-design and restricted classes in the United States, with their principal dimensions, designers' names, builders and dates.

Last of the Wind Ships

By Alan J. Villiers

(*William Morrow & Company, New York, $4.00*)

FEWER than fifty square-rigged sailing vessels are afloat today, exclusive of a few training ships and some comparatively small ones in the Baltic lumber trade. Many are laid up with little prospect of ever being commissioned again, and about twenty are in the Australian grain trade, practically the last refuge of the windjammer. In a few years even these will have disappeared. Today the traveler may circumnavigate the globe and not see a single sailing craft offshore. A few coasters remain, to be sure, but even these are yielding place to steamers or the railroads, and sail half-manned and with worn out gear.

All lovers of the sailing ship should be thankful to Mr. Villiers for recording in these pages the last of the once mighty fleet of sailing vessels. Himself a sailorman, he has recorded for the rest of us the day by day happenings aboard one of the big four-masters which race from Australia to England with the season's crop of grain. He tells the story of the 1933 race as seen from the decks of the *Parma*, an 83-day run from Port Victoria to Falmouth with 68,000 bags of wheat. Thence she went to Hull and discharged her cargo, then on to Copenhagen with timber and finally to Mariehamn, her home port.

But the photographs, more than two hundred of them, tell the story of the voyage better than words. Here we see the ship herself, and others which she met, with intimate views of her broad decks in fair weather and in foul; close up shots of the men at work at various tasks on deck and aloft; grim pictures of the decks full of water while a lofty Cape Horn sea towers above the rail; men aloft struggling to smother the wind-filled sails; a torn sail flogging about in a gale; a boy fighting his way along the deck, hanging on to the life line while the surging water tears at his feet. These pictures give the feel of deep water as few writers can and make the reader hunch his shoulders and settle his head into his collar against the chill blasts from the Antarctic ice fields, sweeping the ship on her way around the dreaded Horn.

They are not posed photographs, made in port while the sails are loosed for drying, but taken at sea while the work of the ship goes on. If you have ever smelled salt water, here is a book you will covet.

News from Yachting Centers

Sound Waves

By LEE SCUPPERS

ROBIN, the last racing survivor of the Class R boats that once made up one of the liveliest groups in the Y.R.A. of Long Island Sound fleet, has gone the way of most of her old playmates — to the Great Lakes. C. H. Barth, a Cleveland yachtsman, bought her recently from Clair Farrand, of Larchmont, *Robin's* home port since she came down here five years ago from Marblehead.

With *Robin's* departure for fresh water campaigning, Class R on the Sound becomes deader than some of the rigging you see on the nondescript ocean vagabonds which surprise everyone, including their skippers, by turning up on these shores now and then. There are four or five old "R's" kicking around but they have long since surrendered their class identification. A couple of them are racing in the Handicap Class, the others are day sailers or cruisers whose competitive days were over long ago.

What with a total absence of racing "R's," and only one "Q" boat of any account, Long Island Sound appears to be pretty much washed up on the once popular Universal raters.

\+ + +

Lionel Levy, the City Island sailor who is the new owner of the old 54-foot yawl *Umbrina* (she will be *L'Aiglon* hereafter), has a spinnaker that puts it all over *Endeavour's* hole-y kite for ventilation. He left it neatly stowed in a City Island locker over the winter. A couple of Sundays ago he brought it out for an airing and discovered to his amazement that a family of mice had nourished themselves on the canvas during the long, cold days. Now Levy has a spinnaker containing more holes than cloth.

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George H. Townsend, of Indian Harbor, who is really a sailorman at heart even if he was president of the American Power Boat Association for three years, has done a neat job of straddling the issue in his new boat. She will be a 48-foot motor sailer from the board of Charles D. Mower — canvas when George is with the windjammers, gasoline when he goes to speed boat regattas.

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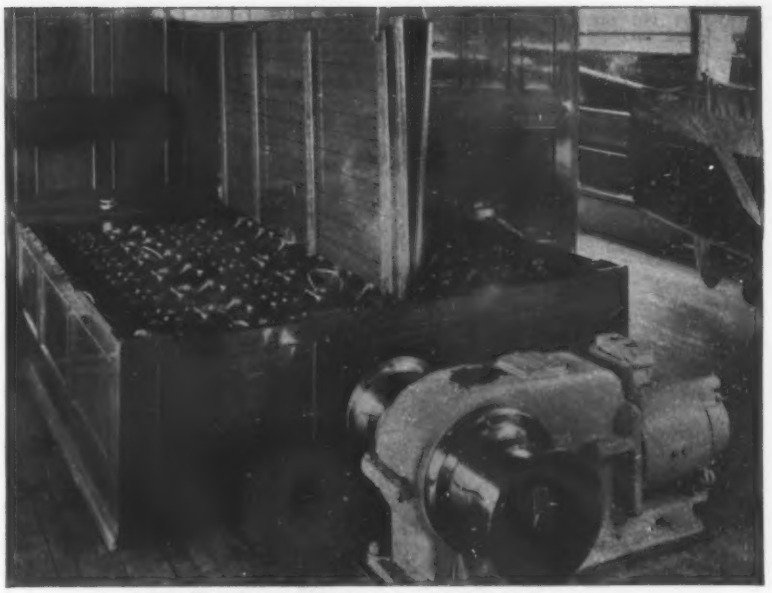
The federal radio commission recently issued the call letters W2HMD to the "*S.S. Envy*" and licensed that vessel's short wave transmitting and receiving set. Search of Lloyd's Registers failed to reveal any such craft, be she of commercial or pleasure persuasion. Good old Lee finally tracked things down. "S.S." in this case means "Star Sloop" for the *Envy* in question is the Star boat George Elder and George Korper will sail this season.

'Twas the latter who told your operative the story. Besides dealing in pearls and sailing Star boats, Korper is something of a crank on radio telephony. He has a station at home and has experimented with two-way communication from an automobile rumble seat. Now he proposes to install a two-way radio phone under the foredeck of the boat that is replacing his *Pearl III* and Elder's *Amco*, both of which are now in Bermuda. Another will be set up in the outboard runabout which will serve as *Envy's* base ship in New Rochelle.

So, when *Envy* becomes becalmed off Center Island with night coming on and a tow nowhere in sight, Elder and Korper merely pick up the phone, call up the outboard and tell her operator they'd like him to come after them. Sounds like a grand idea, particularly if the outboard engine works as well as Korper says the radiophone does. The possibilities of the gadget are limitless to one with any sort of imagination. Try yours.



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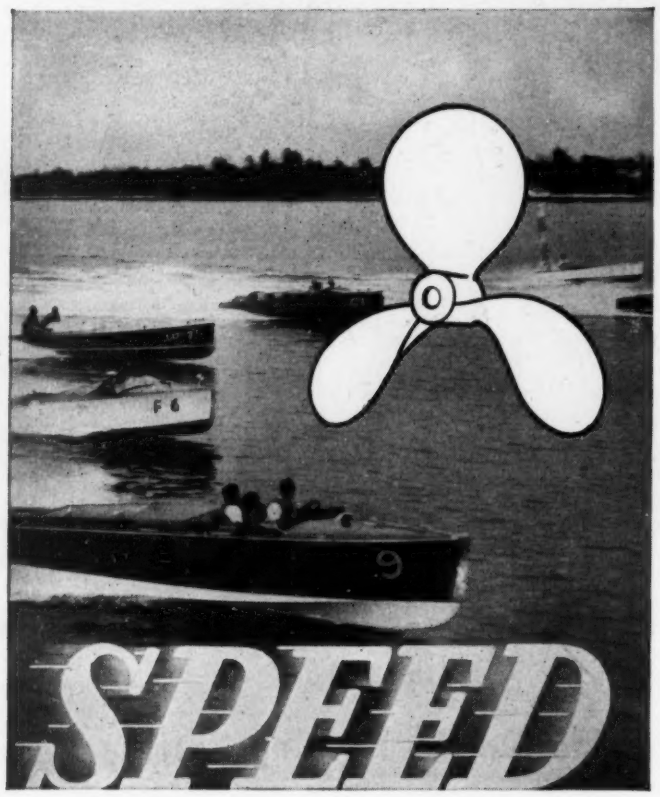

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DEALERS EVERYWHERE CARRY AMPLE STOCKS

Long Island Sound Interclub "Barbara," owned by Edward A. Hodge, with the new rig recently designed for the class by the Luders Marine Construction Company. She sailed in the recent series in Bermuda against the Bermuda One-Designs

Three new memorial trophies perpetuating the names of yachtsmen in this section who have slipped their cables for the last long voyage, will go into competition this summer. The boat making the best corrected time in all classes in the New Rochelle Yacht Club's 400-mile Nantucket Shoals race on June 29th, will receive a year's tenure on the Marsland Cup, given by Mrs. Charles Marsland in memory of her husband, who did his last racing and cruising in the noble old *Azor*. William M. Eldridge, who was for years chief timer of the A.P.B.A., will live on in the memories of the speed boat racers. His gold stopwatch will be given annually to the driver of the boat winning the Gold Cup race. Over on Great South Bay a move is on foot to commemorate the late Harry Growtage's interest in juvenile yachtsmen by presenting a parchment scroll to the girl or boy giving an outstanding example of seamanship or sportsmanship during the Great South Bay Yacht Racing Association's annual cruise week.

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Friends of those aboard the Fahnestock expedition schooner *Director*, which sailed out of Manhasset Bay last winter on a trip to the South Sea Islands, have heard recently from Denis Puleston, her English first mate. "Pills," as he is better known among the cruising men and the American Yacht Club juniors, reports a few changes in the expedition personnel. Hugh Davis and Wilson Glass had to return to the States and left the vessel at Panama. They were replaced by a Jamaican negro from Gatun and a Polynesian picked off the *Seth Parker* by H.M.S. *Australia* and left on the beach at Balboa. Before leaving the Canal Zone for the Galapagos, the expedition also took aboard two boa constrictors, a small monkey, a wild parrot, a toucan, some lizards and half a dozen chickens. The latter are for consumption, the other livestock for shipmates. The seagoing zoo's next mailing address is care of American Consul, Papeete, Tahiti.

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The Society of Naval Architects and Marine Engineers announces that it will hold a Spring Meeting on May 28th, 1935, at the Waldorf-Astoria Hotel, New York City.

At this meeting, William P. Stephens will read a paper on "Yacht Measurement, Origin and Development," and Charles P. Burgess will read a paper on "America's Cup Defenders."

West Coast Bubbles

By WALDO DRAKE

INTEREST of the South Coast sailing fraternity just now is focused on the 55-foot racing staysail schooner which the Wilmington Boat Works laid down April 10th for W. L. Stewart, Jr., from plans by Sparkman and Stephens, Inc.

She will have a water line length of 40′ 4″, a beam of 12′ 6″, draft just under 8′, and will spread 1,674 square feet of working sail, her mainmast sheave being 55′ 2″ above the deck. She will have mahogany planking on oak frames and a teak deck, with Everdur fastenings.

Since the new boat will not be commissioned until late August or September, Mr. Stewart will sail his 60-foot schooner *Paisano* through the California racing season, just now getting under way.

The new schooner will be powered with 40-horse power Gray motor, using the new V-drive.

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Owen Churchill, owner of the Olympic champion Eight-Metre *Angelita*, is already making plans to take the doughty double-ender to the Mediterranean next March for the spring regatta circuit. Churchill also has his hat in the ring to represent the United States in the Eight-Metre Class for the third successive time at the Olympiads next year.

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The South Coast Boat Building Company now has in frame at its Newport Harbor yards a 49-foot Marconi yawl for Walter Franz, of Pasadena, from designs by the Walton Hubbard, Jr., Company, of Los Angeles. In working out her design it was considered that she will be a probable contender in the 1936 San Pedro-Honolulu ocean race.

She will have a water line of 34′ 10″, a beam of 11′ 2″, draft of 7′ 3″ and sail area of 1,094 square feet. She will be commissioned in early June.

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William A. Bartholomae, Jr.'s, *Mystery*, among the "Sixes," and Owen Churchill's *Angelita* in the Eight-Metre Class, were series winners in the Los Angeles Yacht Club's six-race spring program, sailed on San Pedro Bay.

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Two feet of over all length was all that kept Commodore Donald W. Douglas from entering his Pacific Coast champion 75-foot staysail schooner *Endymion* in the Newport-Norway ocean race under the burgee of the Los Angeles Yacht Club. New chain plates had already been installed in preparation for *Endymion's* conversion to cutter rig when the sad news arrived from the Norway race committee.

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The Hi-N-Dri Yacht Club, whose members' proud boast is that their yachts are built in uptown Los Angeles, twenty miles from salt water, started work in April on a new clubhouse on the Terminal Island side of the Wilmington East Channel, opposite the California Yacht Club basin.

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Santa Monica has instituted a campaign to have its new yacht harbor designated as the starting point of the Honolulu ocean race next summer, which otherwise will start from San Pedro, under the auspices of the Trans-Pacific Yacht Club, at noon of July 4th. The small classes start a week earlier.

Commodore Harold G. Dillingham has appointed Dr. Albert M. Soiland general race committee chairman. He will be assisted by Milton Hesselberger, Henry B. Warren, Eugene Overton and Owen P. Churchill. A widespread publicity campaign is soon to be launched by the Trans-Pacific Yacht Club in an effort to secure East Coast entries for the 2,300-mile run to the Islands.

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Notable visiting yachts anchoring on San Pedro Bay in April included Carl Julius Forstmann's giant 333-foot Diesel cruiser *Orion* and Walter P. Murphy's beautiful auxiliary barkentine *Intrepid*. Mr. Forstmann brought the *Orion* direct from a fishing expedition to Tahiti, and continued to New York after a fortnight. Mr. Murphy, after tarrying at Panama and West Coast ports, is bound for Southwestern Alaska for spring hunting and fishing.

Loretta Turnbull, California's champion outboard pilot, arrived from Honolulu on April 10th aboard her father's 110-foot Diesel cruiser *Mary Irene*. Loretta had a thoroughly successful racing campaign at Pearl Harbor with her *Sunkist Kid*, but *Mary Irene*, a converted subchaser, was beset by boisterous weather and machinery trouble on both the outward and homeward passages.

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Matt Walsh's Class P sloop *Thorobred* was sailed to victory by Lee Maher in the 65-mile around-Catalina challenge race which opened the Southern California cruising season on March 30th–31st.

In light airs, out and back, *Thorobred* sailed the course in 26 hours 3 minutes, followed only 17 minutes later by the venerable converted cannery tender *Otter*, now with a sloop rig, and sailed by Matt Walsh himself. She was followed by W. L. Stewart, Jr.'s, schooner *Paisano*, "Skip" Warren's ketch *Ahmeek*, Arthur Stewart's cutter *Tehani*, and Paul Lamport's sloop *Common Sense I*, all within an hour of the winner.

Narragansett Bay Gossip

By SPINNAKER LIZ

THE Narragansett Bay Chapter of the North American Dinghy Association held a very successful regatta off Bristol March 23rd and 24th. This harbor, "Jeff" Davis says, "is ahead of any of the other places where dinghies are raced — no appreciable currents, no wind eddies to puzzle the strangers, and generally a good sailing breeze to lay out courses."

And what a wind! The first day saw a howling sou'west gale making the race more like an endurance contest, with a choppy sea lashing every boat and disabling several. Twenty-five boats started and eighteen ended up with five races. George Ratsey's new Class B *Tub III* won the honors for the day in her class with 35 points, while "Bill" Thurber and Walter Rowe tied for first place in Class A with 39 points.

The following afternoon, however, could not have been more perfect for racing, and twenty-eight boats sailed once around a windward and leeward course, nine races in all.

In Class B, George Ratsey's *Tub III*, sailed by Dick Hill, carried away honors for the day. After the first race Ratsey brought out a huge new sail, which worked to perfection as *Tub* led the fleet in every race.

Sidney Herreshoff's *Frost Fish* won the first race and started to take all the second places but was disqualified in the fourth and did not finish the fifth, which dropped her to third place for the day. Mrs. H. Stanton Smith's *Jade* stood second on total points.

In Class A, Walter Rowe's *Liza* won six of the nine races with enough points to take first place for the day. Ben Harrison in *Ker-Choo* finished only three points behind.

In Class D, which consisted of only three boats, "Bill" Swan in *Razzberry* won eight out of nine starts.

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Signs of spring are very much in evidence at Saunders' Yard, where work has started on a new railway extending out sixty feet further than the old one. The *Lenza*, belonging to William J. Rooks, is on the ways being scraped and overhauled. Prescott C. Knight's schooner, *Coaster II*, is having a 20 hp. Diesel motor installed. R. B. Noyes has started work on his cruiser *Auk*. The sloop *Balaena* has been sold to Darrell McClure of Larchmont, and is being fitted out.

At the Frederick S. Nock yard, in East Greenwich, work has been held up on the second 43-foot power cruiser pending the launching of the schooner *Escape* which now occupies the floor space needed for the other boat. Outside the shop *Daffodil* and *Saracen* are ready for a final coat of paint, and the ketch *Hallee*, sold by Charles F. Vaughn to David King of New York, is being put into commission.

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At the Anchorage, "Bill" Dyer has shipped three Class D dinghies; one to Archibald M. L. du Pont of Wilmington to be carried on his 74-foot power cruiser *Orthia*, one to Buell H. Heminway, Jr., of Watertown, Conn., for his 66-foot power cruiser *Tara II*, and one to Harvey Conover of Larchmont. The Anchorage reports the sale of Richard S. Aldrich's power boat *Lady Jane* to a Wickford yachtsman, and Rodney Reynolds' cruiser *Yendor* to J. D. Greves of Providence.

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At the Herreshoff Manufacturing Co., Bristol, captains and crews are returning and many yachts are being fitted out. The first of the new Herreshoff 13-foot dinghies to be sold with trailer was put into the water the first of April. She is a beautiful piece of workmanship. It is surprising the amount of room that the extra foot of length gives her and there is a small deck or coaming, which adds greatly in keeping the boat dry. She has a high clewed rig with split boom, like the *Frost Fish*, and a folding rudder, which allows the boat to be run right up on shore.

W. P. Gladding of Bristol reports that he has sold Dr. Brownell's 35-foot Herreshoff sloop *Turna* to Allen Young of Providence.

Buzzards Bay

Furnans Yacht Agency in Fairhaven has been extremely busy in the past few weeks. The 100-foot semi-type of house boat *Luneta*, from the estate of Colonel Slocum, has been sold to Ben Lampson, of Cincinnati. Mrs. M. Olivia Flint, of Washington, D. C., has bought the 81-foot power cruiser *Jedge II* which belonged to Ben Lamson. Mr. Beales, of New Bedford, has purchased a 30-foot auxiliary sloop from John Perry. *Bebs*, an Elco motor cruiser owned by Dr. Vannerman, of Philadelphia, has been bought by John Ashworth, of Fall River. A 30-foot sloop designed by Furnans, and building at Pat O'Connell's, in Taunton, has been sold to Vincent Francis, treasurer of the New Bedford Yacht Club. She is to be called the *Kestrel II*.

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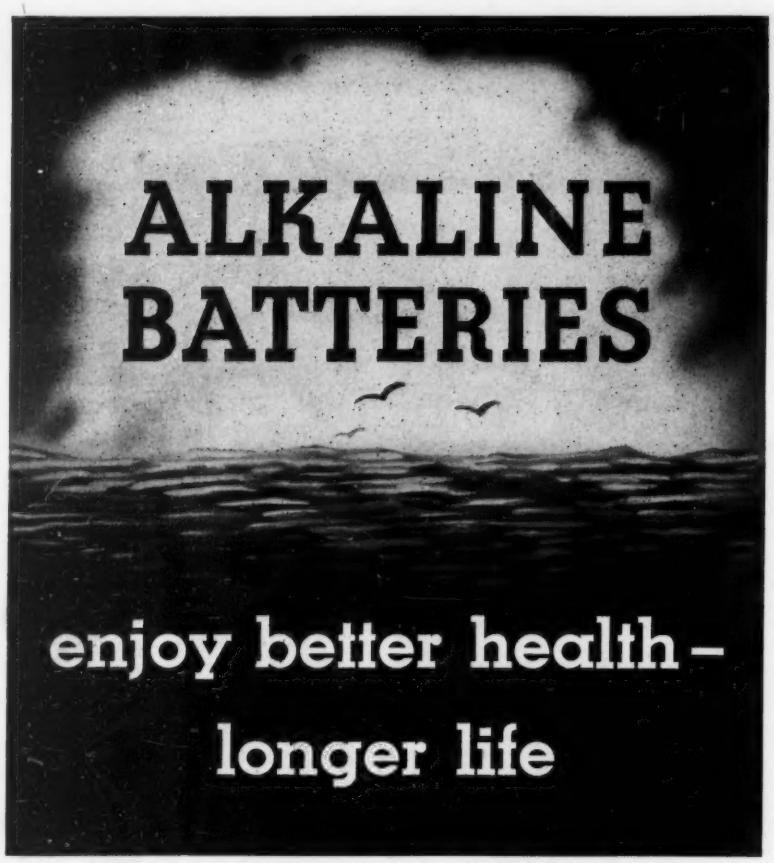
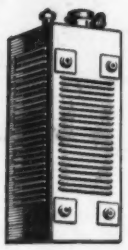
At Peirce and Kilburn's, in Fairhaven, orders for spring overhaul are coming in fast. The schooner *Kelpie*, owned by Russell H. Leonard, is on the railway being fitted out. The *Argonaut*, a Lawley 68-footer owned by Everett P. Read, Commodore of the New Bedford Yacht Club, is being overhauled, while *Tamerlane*, a motor sailer owned by George B. Knowles of New Bedford, is going into commission early. Work is also going forward on the *Quita*, owned by George Woodward, Jr.; the *Juldi Walla II*, Andrew Y. Hodgdon of Dedham; the *Spindrift II*, William J. Morrissey's power cruiser, and Alexander B. Royce's *Discovery II*. Spencer Borden's "Twelve" *Sally Ann*, which has not been in commission for several years, has just been sold to George B. Dabney of Boston and is being fitted out for the coming season.

The observant visitor at Peirce & Kilburn's yard in Fairhaven, often discovers something new. This spring Arthur A. Small, well-known marine artist, has presented to the yard a series of mural decorations representing various phases of the whaling industry that once flourished in New Bedford. These paintings greet the eye of the visitor who wanders into the Galley. The Galley itself is a delightful seagoing spot already familiar to many who have cruised along these shores.

The murals, four in number, hang above the belt of New England coast charts that extend around the chart house walls. In order, they represent New Bedford's waterfront from the harbor, a whaling bark swinging at anchor, sails unstopped, waiting for the whaleboat to come aboard with the skipper; two whaleships

Gordon's Dry Gin Company Limited, Linden, N. J.





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cruising, with whaleboats running down the wind to attack a school of whales; a whaler homeward-bound with colors set, with another ship off her starboard quarter trying out a whale. In his murals Captain Small has caught the feeling of the period when whaleships sailed on every ocean and New Bedford wharves teemed with kindred industry.

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Saws buzzing, cedar shavings flying, hammers pounding and workmen busy — these greet the visitor at Casey's yard in Fairhaven. As soon as some of the boats are finished and launched they have orders for a new 36-foot V-bottom boat for the Engineer's Department of the Cape Cod Canal. She will have a 250-horsepower Hall-Scott Invader motor. This firm has sold S. C. Hartwick's *Catomas II*, a 40-foot motor cruiser, to Dr. White, of Attleboro.

Massachusetts Bay Flashes

By ED EARLE

RACE WEEK at Marblehead will get under way on Saturday, August 3rd, with the Eastern Yacht Club holding the races on the opening day and the first two days of the following week. The Sunday date will again be the scene of the annual ocean race of the Boston Yacht Club. The Wednesday regatta will, as usual, be sailed under the colors of the Boston Yacht Club, and the last three days will be run under the burgee of the Corinthian Yacht Club.

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Yankee's new 165-foot 7-inch welded steel mast, the so-called "stovepipe," received a satisfactory test in a blustering March wind before it was packed in three sections for transportation abroad. Breaking early season records for Cup boats, the *Yankee* took a 20-minute spin in upper Boston Harbor. There was no whip to the tall spar and the faces of Commodore Gerard B. Lambert, Charles Francis Adams and Frank C. Paine were wreathed in smiles after the test.

The *Yankee* is also the only Cup boat to do any sailing in the upper harbor since the unlucky *Independence* of 1903.

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Captain Eric Lundberg, portly Swedish skipper, who swept up Marblehead in the 30-Square Metre international series of 1929, will head a second invasion this summer, according to Vice-Commodore Sven Salen of the Royal Swedish Yacht Club, following a conference with President Lincoln Davis, Jr., of the American 30-Square Metre Association.

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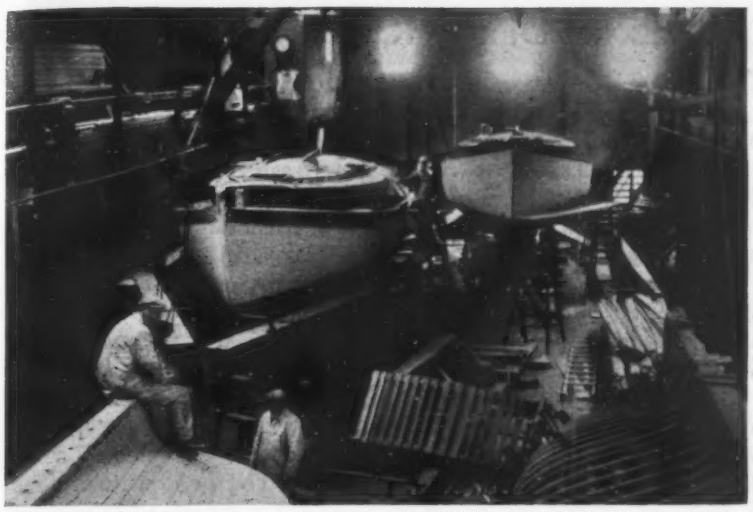
While the narrow-rigged "Thirties" are headed for a big summer both at Marblehead and Buzzards Bay, the Universal Rule Q Class will again be the major racing class at Marblehead. One of the most interesting bits of news in regard to the 25-rating class concerns the *Questa*, which will sail in a regular Dr. Jekyll and Mr. Hyde rôle under her new owner, Dick Harding, well-known cruising skipper.

There has been some gloomy foreboding in Class Q when it was found that *Questa*, the queen of windward workers, was being converted into an auxiliary cruiser. There is much consolation, however, in the manner in which Harding made the conversion. Strict orders were given not to touch the rudder or deadwood and the whole installation is to be quickly demountable.

Oversize engine hatches permit the speedy removal of the engine, leaving the forward cockpit available for sail handling. All water inlets and outlets, including exhaust line, are protected by valves. The propeller shaft and strut are, of course, removable, and the inside stuffing box leaves the hull perfectly smooth. All interior fittings, such as pipe berths, mattresses, etc., are removable.



Alden motor sailers building at Graves' yard, Marblehead. The boats are 33' over all, 29' l.w.l., 11' beam, and 4' 2" draft. Designed speed under power is 9 m.p.h. and they should be smart under sail. Several are about ready for delivery

The *Questa* had 460 pounds of leeway to her racing marks. About 1,200 pounds have been added, which means that all but about 300 pounds can come out. The rigging and fore triangle are being left intact, and additional rigging, such as extra headstay, topping lifts, lazyjacks, etc., are all quickly removable.

The *Questa* will be able to go on the ways at Marblehead on Friday afternoon and come off Saturday morning on her racing marks. Racing paint is being kept on her bottom, which will need only sanding. Skipper Harding is also keeping one new suit of sails for racing only.

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The ubiquitous Indian Class dories will again be the backbone of the racing fleet in Boston Harbor interclub regattas. At the recent meeting of the Massachusetts Bay Indian Marconi Association it was voted to hold three interclub races at Winthrop, three at South Boston, three at Squantum, and one each at Wollaston and Quincy.

\+ + +

The Twelve-Metre *Sally Ann*, sold from Spencer Borden to Thomas N. Dabney of Medfield, is to be converted into an auxiliary yawl from plans by Sparkman and Stephens. The transfer went through the Boston office of Sparkman and Stephens who also have sold the 30-foot Elco cruiser *Seebeemeek* for J. Otis Wardwell to A. W. Bourne of Providence. The Class Q boat *Lorelei*, the former *Sally XIII*, an Anker designed 25-Rater, was sold through the same office by T. H. Shepard to Thomas Nelson Perkins, Jr., of Cohasset. She will cruise out of Marblehead this summer.

The 41-foot yawl *Nancy Lee* has been chartered from Donald Scott, Jr., to A. E. Phillips, Jr., Harvard Law School, for cruising off Mt. Desert Island.

\+ + +

The Triangle Class at Marblehead will be augmented by the *Sirius*, from Jamestown, which has been acquired by Horton Brown, former owner of the *Flash*, through the office of Eldredge-McInnis. Other sales through this office include the 83-foot twin screw power yacht *Sybarita* by Robert Treat Paine to a Chicago yachtsman, and the 40-foot power cruiser *Tranquility* to P. P. Farrington of Boston. H. A. Adams of Haverford, Pa., has chartered the 85-foot schooner *Pilgrim* for an extended cruise to the West Indies. The 43-foot auxiliary cutter *Megunticook* has been sold to a Boston yachtsman for a cruise off the Maine coast.

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John G. Alden reports the sale of the 43-foot twin-screw Diesel power cruiser *Dimbula* to J. W. MacFarland, who plans to use her off Cape Breton this summer. The 32-foot yawl *Alastor* has also been sold through Alden to P. L. Caldwell of Montville, Conn.

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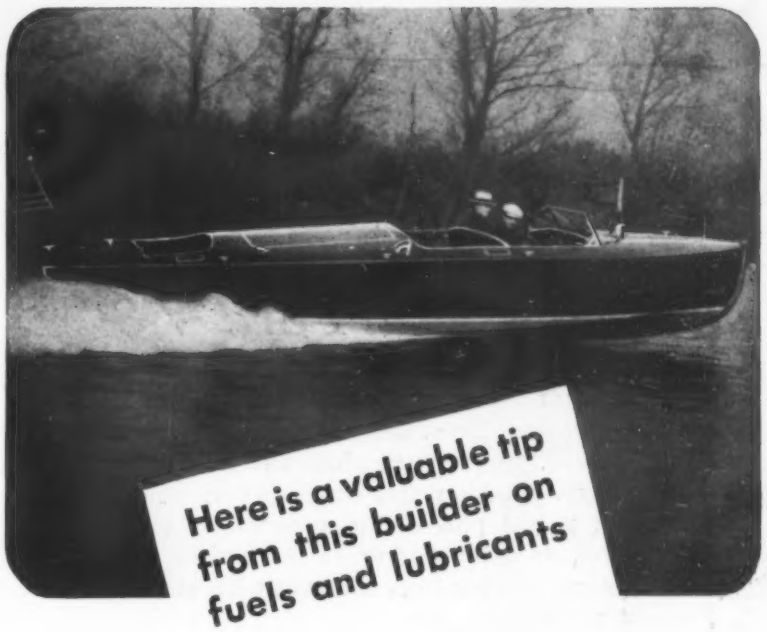

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National Dinghy Regatta, New London

DESPITE unfavorable weather conditions, no less than 28 Frostbite dinghies journeyed to New London over the week-end of April 14th and 15th to take part in the first National Dinghy Regatta of the North American Dinghy Association, held under the auspices of the Thames Yacht Club. Raw, rainy weather discouraged a few skippers from making the trip, and the dinghies were slow in arriving on Saturday.

No one cared to venture out Saturday before noon in the rain and blustery northerly wind. After lunch, however, the rain and wind both let up, and a series of informal races was run off before the returning rain called a halt in the festivities.

On Sunday the weather cleared, but the fluky, blustery northerly wind was still on the job. Class A boats predominated, thirteen of them taking part in hotly-contested races both morning and afternoon. Eleven Class B boats turned out, and were divided into two divisions, the first division containing six boats equipped with "snowshoe" or "horse collar" booms and sails of a bit larger area than the regulation 72 square feet, while division two consisted of five boats equipped with the standard Class B Marconi rigs. Four Class D 10-foot Dyer Dinks rounded out the fleet.

Four-legged courses were sailed, consisting of a short beat, a reach, a run and a good beat to the finish. With the wind shifting back and forth several points, starts were often sensational, several boats getting away to prize-winning port tack starts, only to lose out badly the next time when the wind went around the wrong way.

Class A was completely dominated by Mrs. Helen Hill, of Larchmont, sailing *Fanny Dunker*. She took eight firsts, two seconds and a third, finishing with a margin of 24 points over Curtis H. Alvord's *Tadpole*, sailed alternately by George Hart and Sam Wetherill. Al Erdman, of Essex, was only a point behind *Tadpole* with his *Twinkle*, and might have nosed her out of second place except for rigging trouble.

Corny Shields, of Larchmont, sailing *Prudence*, showed a clean pair of heels to his competitors in the first division of Class B, annexing seven firsts, four seconds and a fourth, which gave him a 17-point margin over George Ratsey's new *Tub III*, sailed by Dick Hill. Frank Campbell, in *Fancy Pants*, was only a point behind *Tub III*.

The second division of Class B saw Mr. and Mrs. Stanton Smith, of Providence, running away with first honors in *Jade*, with nine firsts and two seconds. Henry Kaiser's *Beta* took second honors, 20 points behind *Jade*.

Three of the Class D boats had the dubious pleasure of trailing around behind Bill Dyer's *Janice* all afternoon. Dyer himself sailed *Janice* to five straight victories, and then turned her over to Miss Mary Emery. The Boston "skipperess" took five out of the next six, being nosed out of one first by a few inches. Everett Morris, sailing Bill Swan's *Razzberry*, was a consistent second in practically every race.

The facilities both ashore and afloat were all that could be asked for, and the dinghy sailors were loud in their praise of the hospitality shown them by the officers and members of the Thames Yacht Club.

SAMUEL WETHERILL

New Cutter for Lake Michigan

A NEW cruising and racing cutter will be seen on Lake Michigan this summer. Nathaniel Rubinkam, commodore of the Columbia Yacht Club, Chicago, has ordered the new yacht, from designs by John G. Alden, and she is building at Lawley's, Neponset. The new cutter is about 44 feet in length over all and is somewhat similar to the cutter *Dorothy Q.* from the board of the same designer which went to the Lakes last summer. The new cutter will be equipped with a special loose-footed mainsail made by Ratsey, and she seems to have the earmarks of a fast boat.

Delivery is promised in June, and if this is the case the new boat will probably be seen in the Mackinac Race, with the commodore's brother, "Hank" Rubinkam, getting the assignment of

making her show her paces. If she is properly shaken down before the start of the race, she should cause other skippers some anxious moments.

The Mackinac Race, both cruising and racing divisions, is scheduled to start from the Chicago Yacht Club on the third Saturday in July, as usual. This falls this year on July 20th. Save the date, Lake Michigan sailors!

Course for Port Huron–Mackinac Race

THE big question that has kept the sailors of Eastern Michigan and Northern Ohio upset in recent years has been settled, and the Bayview Yacht Club's race from Port Huron to Mackinac Island will be sailed this year by way of Cove Island.

For an even ten years this classic has been sailed over a 240-mile course which, with the prevailing wind, followed the Michigan shore and required no more than a good compass course on a 40-mile stretch across Saginaw Bay. Now, regardless of the wind, the fleet will sail across Lake Huron to Cove Island Light, at the entrance of picturesque Georgian Bay, a distance of about 200 miles, there change course about 90 degrees to the west for the Straits and a total distance of 306 statute miles.

Although the question has been up before, the matter became serious this year when some of the more adventurous wanted a more difficult course where more navigating would be required. Some of the skippers announced they would cruise around to Chicago and sail in the race to Mackinac from that point unless the course was changed. The main objections were that the race would require another day and that previous records would no longer be objectives to shoot at in the future. The date for the start is July 20th.

\+ + +

Gar Wood, commodore of the Inter-Lake Yachting Association, was slated to tell of his record attempts this winter, at the annual Spring meeting of the association, held at the Detroit Yacht Club, on April 20th.

\+ + +

The I.L.Y.A. regatta will be held August 18th–21st at Put-In-Bay, Ohio. Commodore Stanley Gardner introduced a new set-up last year and attracted a record number of sailing yachts to this 40-year-old event. It is expected that an equal number of yachts will again be on hand. In addition, Commodore Wood will revive power boat racing at "The Bay" which fell to a new low during recent years.

Word comes from Put-In-Bay that, with government funds, the community has been able to dredge the historic harbor and provide new dockage.

WALTER X. BRENNAN

News of Lake St. Louis Yacht Clubs

THE sailors of the Royal St. Lawrence and Pointe Claire Yacht Clubs are making plans for what is expected to be a very busy season on Lake St. Louis, near Montreal, Canada, the principal sailing ground in the vicinity of that city.

In addition to the usual long series of club races, the Royal St. Lawrence Y. C. is again planning to hold the annual school boy regatta for the Bluenose Trophy when crews from Montreal schools vie for the honor of winning the handsome cup presented by the skipper and owners of the famous Canadian schooner *Bluenose*. The dinghy sailors will also compete in the annual inter-club series for the Currie Cup, in which two crews each from the Royal Canadian Y. C. of Toronto, Ont., and the Kingston Y. C. of Kingston, Ont., and the Royal St. Lawrence Y. C. will be entered.

Efforts to stimulate interest in the 14-foot dinghy class are being continued and at least two new boats will be added to the fleet this year, J. O. Rae and N. M. Stewart having ordered 14-foot Marconi rigged craft from Aykroyd Bros. in Toronto. This class has made considerable progress in the past few years and now is one of the best of the Royal St. Lawrence Y. C. racing divisions.

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BY MORT CALKINS

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If you've a mind to, you can likewise see that the Buddy's lag screws, hanger bolts and rudder post are also Monel Metal. So are a lot of small items inboard. Along about the time that Mr. Brewster is putting in his fifth or sixth set of cylinders, we *may* have to take out that shaft. But it would only be to replace a bearing or for some similar reason...and not because the shaft has worn or rusted or corroded. I know Monel Metal is proof against any of those dangers, and I reckon you do, too. It's the strongest, longest-lived metal a boat builder can use,
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Mort Calkins

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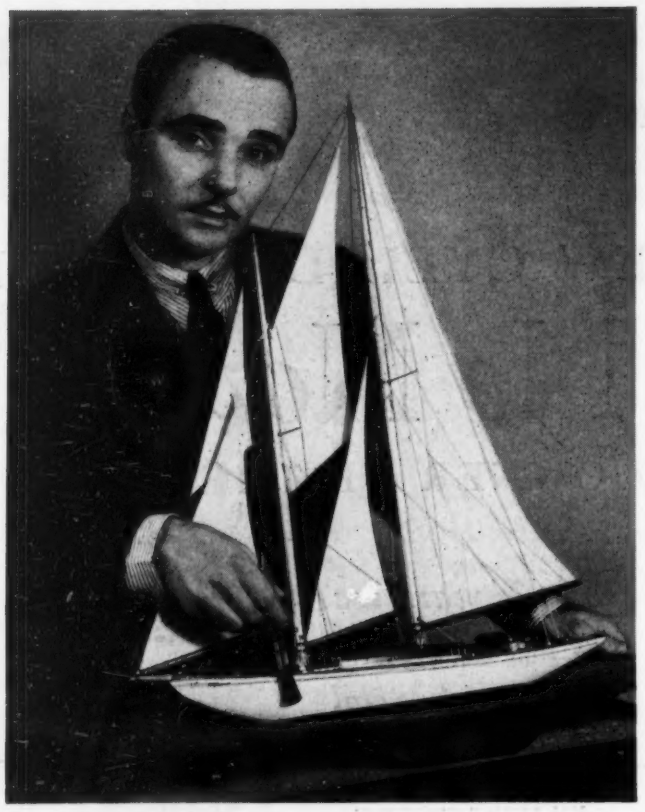

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SYNTHETIC RESINS

The small but very active Pointe Claire Yacht Club will have three classes, and possibly four, in its racing fleet this summer; and there is every likelihood that the biggest season in the club's history is soon to get under way.

The principal event on the 1935 schedule is likely to be an inter-club series with the North Hatley Y. C., using the 19-foot sloops which belong to the P. C. Class. This series will be sailed along the same lines as last year's very successful one which resulted in a win for the North Hatley Y. C. crews after a close, keenly contested series of eight races, evenly divided between Lake St. Louis and Lake Massawippi.

In an attempt to interest boys and girls in sailing, a new class of small dinghies (somewhat similar to the Frostbite Class D boats) has been formed. These little boats will be suitable for use as tenders as well as for sailing and they should give the youngsters a good start in learning the rudiments of sailing.

"BEAVER"

Thirty-Square-Metres Plan Busy Season

A FAVORABLE response is expected, but at this writing is still awaited, from the owners of some of the Baltic Thirty-Square-Metre boats who have been invited to participate in an unusually active racing season in New England waters. This invitation comes from the American Thirty-Square-Metre Association through the North American Yacht Racing Union. The Beverly, Edgartown, Eastern and Corinthian Yacht Clubs, will have charge of the events, already scheduled for late July and early August. The second annual competition for the President Roosevelt Cup is included in this series.

Four of the foreign "Thirties" came over to Marblehead in 1929, the year after the class was launched in American waters, and the next year Miss Elizabeth Hovey took her *Oriole* to the Baltic to return the call.

The season in New England waters, after the customary setting-up exercises in home waters, swings into concerted action when the fleet, which now hails from Northeast Harbor, Marblehead, Buzzards Bay, Narragansett Bay, Edgartown and Nantucket, mobilizes at Marion for three days of racing. This series begins on July 22nd with the race for the President's Cup.

Most of the yachts will then race to the Vineyard for the two-day regatta of the Edgartown Yacht Club which is scheduled to start on July 26th, and which will be one of the leading events in New England this summer.

Instead of dodging through the Cape Cod Canal, the "Thirties" plan to demonstrate their seaworthiness by racing round the Cape from Edgartown Light to Marblehead Rock, 110 miles, getting away on July 28th and arriving with plenty of leeway to spruce up for the seven races at Marblehead, and perhaps a supplementary week for the Ladies' Plate of the Eastern Yacht Club. In the event of the appearance of the Baltic boats, the latter trophy will be the material incentive for an international match.

W. U. SWAN

Gulf Coast Yachting News

WITH but two exceptions, yacht clubs along the Gulf Coast elected the same commodores to guide their organizations during the 1935 season. The two exceptions were the Pensacola (Fla.) Yacht Club, which elected Henry Hilton Green to the high post, and the Biloxi (Miss.) Yacht Club, which chose William L. Barbour as its head. Green succeeds Dan H. Shepard, who had been commodore for two successive years. Barbour takes the place of William Kennedy, Jr.

Elected to office with Commodore Green at Pensacola were the following: vice commodore, Max L. Bear; rear commodore, R. W. Williamson; fleet captain, Edward Bailey; secretary, Joseph Marques, and treasurer, Rox Cowley.

\+ + +

Commodore Barbour's co-officers at Biloxi are Thomas Pringle, vice commodore; S. C. Goodman, rear commodore; Dan Keller,

secretary and treasurer; C. G. Wiltz, Robert H. Pringle, William Kennedy, Jr., Ernest Desporte, Jr., Robert Brodie and Leo Billings, board of governors.

+ + +

The Southern Yacht Club at New Orleans re-elected Garner H. Tullis, prominent yachtsman and owner of the schooner *Windjammer*, at its 86th annual meeting. He will have practically the same set of officers as in 1934. The new officers are Davis S. Wuescher, named rear commodore to succeed O. A. Cotton, and Dr. Julian H. Lombard, who replaces Dr. Joseph T. Scott as fleet surgeon.

+ + +

Claiborne Schley again heads the administration at the Buccaneer Yacht Club of Mobile, Ala. His aides comprise H. S. Denniston, honorary commodore; E. I. Newbury, vice commodore; N. P. Oliver, rear commodore; J. B. Ward, secretary-treasurer; Foster Pfleger, fleet captain, and C. A. Strain, chairman, board of governors.

+ + +

The Mobile (Ala.) Yacht Club has again entrusted leadership to Eugene M. Malone. His fellow officers are: Druery Pritchard, vice commodore; William Bekurs, treasurer; William Langsdale, secretary.

+ + +

Dr. A. S. Hopkins, who was one of the organizers of the Gulfport (Miss.) Yacht Club last summer, was again named commodore at its recent meeting. Others elected were Nathan Alfonso, vice commodore, to succeed T. U. Sisson; G. B. Flagg, rear commodore to succeed Gus Alfonso; Philip Schilling, re-elected secretary; Andy Alfonso, re-elected treasurer.

+ + +

Increased interest in long-distance sail racing on the Gulf Coast is manifest in the scheduling of more of these marathon events this year than ever before. The Southern Yacht Club, at New Orleans, will sponsor four such races for its members and for boats representing clubs which belong to the Gulf Yachting Association. The most important of these is the second annual Biloxi-Pensacola race, set for Friday, June 22nd. It is an open sea race of approximately 200 miles. Dates for two other distance events are:

June 29 — Annual long-distance sail race from Home Stake, West End, to Biloxi, Miss., via Round Island Light.

August 29 — Long-distance sail race from West End to Mobile, Ala.

Many New Boats at Youngstown

AT THE annual meeting of the Youngstown Yacht Club (located at the mouth of the Niagara River) held March 15th, several members announced that they would have new boats for the 1935 season. Among these are Fred J. Coe who is bringing the Ten-Metre racing yacht *Sea Lark* from the East Coast. Mr. Coe hopes to capture a number of races and prizes at the L.Y.R.A. Regatta, to be held at Kingston, Ontario, this season.

Clifford Nicholas announced that he is having a new cabin, bridge decked, twin engined cruisabout, the *Sally III*, built by the Richardson Boat Company and will sail into club anchorage on Memorial Day. A 50-foot Diesel cruiser is returning this year under the ownership of A. A. MacLean. Dr. C. E. Taylor has just purchased a 53-foot power cruiser, and Charles Guernsey is bringing the famous 40-foot power cruiser *Mercedes* to the club. In addition, Dr. Arnold Moyer has had his *Arnoma III* reconditioned.

+ + +

For the fourth time, A. G. Porter was elected commodore, with Roy H. Ritzhaupt, vice commodore; Dr. Arnold Moyer, rear commodore, and William Grantham, fleet captain. James L. Coe is secretary and George Stone, treasurer.

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American Yachts That Have Raced Abroad

(*Continued from page 53*)

the Brenton's Reef and Cape May Cups which *Genesta* had taken home eight years before. Barr won a couple of races in the Solent but, after finishing last in three or four others, Mr. Carroll sent for Aubrey Crocker who had been skipper of *Puritan* for her first three years. But the Cohasset man could do no better than Barr, although in the race for the Brenton's Reef Cup to Cherbourg breakwater and return on September 12th, 1893, he held *Britannia* all the way and was beaten by only 47 seconds. Mr. Carroll was given the cup, however, as his protest (that the finish line had been shifted) was sustained. Three days later *Britannia* beat *Navahoe* for the Cape May Cup by 36 minutes, and this ended the American yacht's season. She had won but three races in eighteen starts.

A few months after *Vigilant* had sent *Valkyrie II* back without the America's Cup, the former yacht was purchased by George J. & Howard Gould and went to England in the spring of 1894 under the command of Capt. "Hank" Haff. "Nat" Herreshoff went along also and sailed his creation in three races against *Britannia*, which was handled by her amateur manager, William G. Jameson. *Britannia* won the first by 3 minutes 33 seconds; the second by 7 minutes 54 seconds, and the third by 3 minutes and 57 seconds. *Vigilant* won only five races abroad, and two of those were in the nature of walkovers. It was in the first race on the Clyde, on July 5th, 1894, that *Satanita* ran *Valkyrie II* down and sank her. Most of the courses were fifty miles in length, *Vigilant* allowing *Britannia* 1 minute and 50 seconds.*

Undismayed by *Vigilant's* poor showing, Howard Gould went abroad again in 1895, this time with *Niagara*, one of the three 46-footers which Herreshoff had designed and built that year. Sailed by John Barr in the same waters in which he had raced in his younger days, *Niagara* swept the British circuit that year, winning 25 firsts, 13 seconds, and 3 thirds in 46 starts. *Niagara* remained abroad but had less success in 1896, taking 8 firsts, 8 seconds, and 9 thirds in 34 starts, a total for the two seasons of 33 firsts, 21 seconds and 12 thirds in 80 races.

Encouraged by the success of his new schooner *Ingomar* on the New York Yacht Club cruise of 1903, Commodore Morton F. Plant took the Herreshoff production abroad in 1904. *Ingomar* was under the command of Charles Barr, with C. L. F. Robinson as manager, and Woodbury Kane and Arthur T. Kemp as members of the afterguard. Commodore Plant's principal quest was the recovery of the Cape May Cup, but the King voluntarily returned the trophy to the New York Yacht Club a few weeks before *Ingomar* arrived. In her first effort, the long race from Dover to Heligoland, sailed in light airs, *Ingomar* did not finish. She lost the second race, at Cuxhaven, by sailing the wrong course. After that she took five of the six races sailed in German waters and won 7 firsts, 3 seconds and a third and did not finish in three more, all in the south of England, a total of 12 firsts, 4 seconds and 1 third in 22 starts. In a race off Dover, *Navahoe*, then owned by a German yachtsman and sailed by Sycamore (who had been Barr's opponent on *Shamrock II*, three years before), tacked to port across *Ingomar* and in the collision which followed both were disabled. *Navahoe* was held to be entirely to blame and was disqualified.

The last American major yacht to seek foreign honors was Alexander Smith Cochran's handsome schooner *Westward* which, fresh from the hands of her designer and builder, N. G. Herreshoff, went to England in 1910 with Charles Barr in charge. She won ten out of eleven races, against the German Emperor's *Meteor*, Krupp von Bohlen's *Ger-*

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* *Vigilant's* races abroad in 1894, with the margins in corrected time were:
July 5, Clyde, wind strong. *Britannia* by 3 minutes 33 seconds
July 7, Clyde, wind moderate. *Britannia* by 1 minute 53 seconds
July 9, Clyde, wind light. *Britannia* by 12 minutes 33 seconds
July 10, Clyde, wind light. *Britannia* by 7 minutes 54 seconds
July 11, Clyde, wind light. *Britannia* by 24 minutes 30 seconds
July 12, Clyde, wind light. *Britannia* by 4 minutes 50 seconds
July 16, Belfast, wind fresh. *Britannia* by 2 minutes 31 seconds
July 17, Belfast, wind fresh. *Vigilant. Britannia* broke gaff
July 20, Dublin, wind moderate. *Britannia* by 3 minutes 57 seconds
July 21, Dublin, wind light. *Vigilant* by 1 minute 53 seconds
July 23, Munster, wind light. *Britannia* by 2 minutes 39 seconds
July 24, Cork, wind fresh. *Vigilant* by 2 minutes 55 seconds
July 28, Penzance, wind moderate. *Britannia* by 6 minutes 44 seconds
Aug. 4, Solent, wind strong. *Vigilant* by 4 minutes 29 seconds
Aug. 9, Solent, wind fresh. *Britannia* by 4 minutes 18 seconds
Aug. 16, Solent, wind fresh. *Satanita* beat *Britannia* 4 minutes 28 seconds and *Vigilant* 7 minutes 51 seconds
Sept. 1, Start Bay, wind fresh. *Vigilant. Satanita* did not finish.

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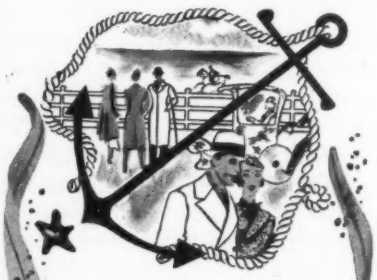

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Greenwich Conn.

mania, M. Verstrate's *Susanne* (a French schooner), G. C. Whitaker's *Cicely*, and Sir Thomas Lipton's 23-Metre *Shamrock*. *Westward* received a handicap or allowance of 6 minutes and 56 seconds from *Germania* and gave time to the others. After winning seven races in German waters and two at Cowes, the race committee of the Royal Yacht Squadron placed *Westward* at scratch. Barr refused to start until the handicap was restored, and then finished the season with three more victories.

After a brief season in American waters, *Westward* was purchased in 1912 by T. B. F. Davis of Cape Town, and has been racing in British waters more or less ever since, often with considerable success, still with ample time allowance from the big cutters.

To complete the record, mention should be made of a race off Cowes in 1895 in which F. Willis' schooner *Amphitrite*, an English yacht, beat the American schooner *Yampa*, owned by R. C. Palmer, by 11 minutes and 12 seconds, and the victory of Allison V. Armour's *Utowana* in a race against three English auxiliaries off Cowes in 1902.

What place *Yankee's* achievements will give her in this record of American yachts which have raced abroad will be a matter of great interest both to the English and American yachting fraternity.

Looking Forward to the Olympics

(*Continued from page 69*)

more — is evident. Half a dozen new fleets have been formed in North America within the last year or so, but these fleets, for the most part, are on small lakes, and have been made up entirely of old boats, discarded by other fleets, inactive Stars, in many cases boats of the old rig. These fleets help to widen the field and to create interest, it is true, but they do not strengthen America's chances for the coming Olympics. A skipper new to the class, even though he can afford a new boat, seems to prefer a second-hand one — "A good second-hand one, at a bargain price." These, of course, he never finds. Therefore, he buys one of the older Stars, gets an inferior boat and handicaps himself from the start. As a rule, such a boat lacks the modern equipment and refinements of a new one, and the beginner lacks the experience and knowledge necessary to modernize her himself. With a new boat he can devote himself to sailing rather than to conditioning her. Thus it has come about that the expert skipper is called upon but infrequently to compete against good skippers in new boats. As a result, he is satisfied and leaves well enough alone. But, while this situation pertains in America, Europe is building new Stars — and fast Stars — and her skippers are improving rapidly.

It is true that some new Stars have been built in North America within the past two years, but not many. A glance at the records will show what these new boats have accomplished. Let us take the Internationals as an example. In 1934, a boat built that year by the Douglas Canoe Company was the winner and a new Parkman Star was runner-up. In 1933, a new Star, built by the owner, was winner. In 1932, a Purdy boat of that season took the laurels. In last summer's Larchmont Race Week series, a Star launched in 1934 was victorious against a fleet of fifty-one, and the Bamberger Series was won by the only new boat entered in that event.

The European championship for 1934 was won by a newly built Italian Star. A new Star, of course, does not always win. Boats such as *Ace*, when handled by a skipper of Adrian Iselin's experience and skill, are another story. They are always kept tuned up and in prime condition. It is not that Stars are outbuilt, but that a new boat, lighter, more modern, is an advantage to the new skipper or acts as a stimulus to the older skipper.

Next year, fleet trials, district semi-finals and national finals will be held to select a United States entry for the Olympics. Of necessity, this elimination system will have to begin early so that the winner may be shipped to Germany some time in mid-July. There will be little time for one to familiarize himself with his boat before the competition begins. Those who intend to have new Stars, therefore, will be wise to get them this season.

The United States will probably be the only nation from the Western Hemisphere represented in the Olympic Star event. Cuba and Canada are possibilities, but doubtful. Nassau, Bermuda and Barbados are not nations and would have to compete with England to enter. The crew which represents the United States on the Bay of Kiel next summer will have to meet the pick of at least eleven European nations and Australia as well. Italy, by her showing in the 1934 European Championships, at present rates a slight favorite. France has many fleets to pick from and many veterans, such as Jaques Lebrun, who won the Olympic Monotype crown in 1932, and who will have had four years of Star experience under his belt by next summer. This is true, also, of the Maas brothers,

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10-A

Fig. 2, LEBBY MARINE SEARCHLIGHT
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Fig. 10-A, SAILING LIGHTS
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of Holland, who were runners-up in the 1932 Olympic Monotype races. In England, there is Colin Ratsey, who was literally brought up in Stars, has been runner-up for Great Britain in the Olympics and Internationals, and who is the equal of any skipper of the class in the United States. Sweden, as is the case with all the Scandinavian countries, can always be depended upon for strong competition in any yachting event. It appears, then, that at least five European nations have a chance that is equal to or even better than that of the United States.

Our Star Class entry in the next Olympics — though she may win — will face real competition for the first time and will surely have no sailover.

"Vamarie" and "Game Cock" Win

(Continued from page 71)

Never was there such a St. Petersburg-Habana Race. We've had head winds before and fair ones, we've had wicked squalls and, upon one occasion, a real gale with powerful breaking seas, but we've always had *wind*.

Habana is quiet, at this writing, except for the noise of *Americanos* sounding off! It is rumored that Cuban courtesy will extend itself to the point of calling off the curfew law on the night of the race banquet at the Habana Yacht Club.

A majority of the boats of the fleet have accepted an invitation extended by Key West to race there from Habana starting April 7th.

Wide World Photos

Commodore Rafael Posso, left, chairman of the Race Committee and president of the Nautical Federation of Cuba, congratulates Vadim S. Makaroff (center) on "Vamarie's" victory. Luis Fernandez Valle, vice commodore of the Habana Yacht Club, is on the right

SIXTH ANNUAL ST. PETERSBURG-HABANA RACE

Boat	*Skipper*	*Club*	*Elapsed Time*	*Corrected Time*
		Class A		
Vamarie	Makaroff	Cruising Club	59:23	59:23
Aweigh	Stephens	Gibson Island Y. S.	67:32	62:49
Haligonian	Kamensky	Clearwater Y. C.	80:59	75:56
San Cristobal	Pape	Lauderdale S. C.	84:24	80:27
Venturer	Spence	Clearwater Y. C.	84:27	81:47
Shellback	Newman	Southern Y. C.	84:36	82:42
Irondequoit	Lewis	St. Petersburg Y. C.	109:35	106:25
Golocamm	Mena	Habana Y. C.	119:00	118:07
Four Winds	Whitman	Lauderdale	145:17	139:31
Buccaneer	Henning	Southern Y. C.	Disq.	
Zarark	Zimmerman	Chicago Y. C.	Disq.	
		Special Class		
Azara	Matheson	Biscayne Bay Y. C.	91:16	91:16
		Class B		
Game Cock	Allen	Biscayne Bay Y. C.	93:28	89:37
Aloha	Strum	Pass-A-Grill Y. C.	101:52	101:52
Duchess	Davis	Tampa Y. C.	120:45	117:57
Poluz	Hernandorena	Habana Y. C.	129:04	123:57
Pagan Moon	Harvey	Pensacola Y. C.	141:47	139:07
Pieces of Eight	Bidwell	Tampa Y. C.	145:16	141:47
Eloise A.	Archibald	Sarasota Y. C.	Disq.	
Alibi	Huntington	Biscayne Bay Y. C.	Disq.	
Wilma Mae	Philips	St. Petersburg Y. C.	Disq.	

Under the Lee of the Longboat

(*Continued from page 89*)

his hold on the organization's most treasured trophy. With a roar of applause the Vikings elected Able Seaman commodore, and the old commodore, bowing to superior sportsmanship, did a thing he had never done before. He kept silent, not wishing to mar a beautiful moment like that by casting a vote for himself.

In June, 1894, the sloop *Vigilant* sailed from Sandy Hook to Tory Island, Ireland, in the rather good time of 14 days and 8 hours. No American yacht of the Cup class has crossed the Atlantic since then, although in April–May, 1910, the Herreshoff schooner *Westward*, which has since raced against the big English cutters, crossed from Brenton Reef to the Bishops in 13 days, 3 hours, and 50 minutes. Before this item appears in print, the Class J yacht *Yankee*, designed by Frank Paine and owned by Gerard B. Lambert, Commodore of the Eastern Yacht Club, should have left Boston on her pilgrimage to England, accompanied by Lambert in his schooner *Atlantic*. Beginning with a couple of sub-chasers, and continuing with the *Pinta* and the *Brilliant*, I've already hitch-hiked across the Western Ocean often enough to know better. But this passage of the *Yankee* has so many elements of novelty and gripping interest that I up and asked Jerry Lambert if he would ship me in the afterguard as a kibitzer. To my delight, but also somewhat to my dismay, he appointed me navigator. There will be anxious moments ahead for me, but these will be ameliorated by association with Frank Paine and Jack Parkinson, both veterans of Transatlantic racing, and with the able and husky professionals who comprise *Yankee's* racing crew. I'm trying to fix it up with the weather bureau, however, to give us a clear day for a landfall on the Bishops.

Watch for New Records Abroad

(*Continued from page 65*)

higher the record speed the greater the margin by which it must be beaten. Take, for example, a few figures from the list of official world's record as they stood at the end of January for Classes A and C outboards and 1½-Litre, 12-Litre and unlimited inboards. It will be seen that in the smallest class the margin is little more than one-fourth knot, while in the case of Gar Wood's record the required increase is nearly a full knot.

\+ + +

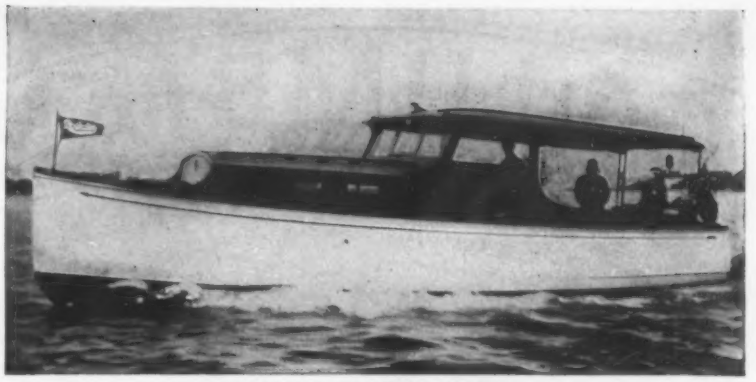
When will America again hold the world's unlimited outboard record? That there are several motors capable of pushing light hydroplanes over the mile in 51 seconds or less, there is no doubt, but unless the National Outboard Association decides to relax the present stifling restrictions regarding mile trials American outboard pilots will remain under a serious handicap. Americans are more in favor of the five-mile records, made in competition, than the solo run over the straight mile, but because the majority of the nations comprising the International Motor Yachting Union will not recognize these five-mile performances as official world titles, the N. O. A. moguls are, I fancy, rather sore and are inclined to say "to hell with Europe anyway, we'll run things our own way."

Now there is nothing against America having just what *national* records she fancies, but that should be no reason for preventing drivers from attempting to regain these really "official" world's records.

I was recently discussing record speeds with Joe Thorne, outboard high point champion of 1934, and he assured me quite seriously that several American outboard pilots, himself included, could easily better Jean Dupuy's Class X figure of 66.21 m.p.h., *if they were only permitted to run under similar conditions.*

"Well, if you chaps can do it, why don't you?" I queried. His answer was that, first of all, you can run mile trials only during certain stated regattas; that your boat must be of a definite minimum class weight and that only those getting so many places in the regatta races can qualify to run in these mile trials. That is the situation as I understand it.

It would appear, then, that an American pilot may not build himself a light "record" hull, designed specially for the job, as is permitted by the International Rules, nor can he sit pretty and wait for absolutely ideal conditions, or even choose when and on which measured mile he will run. If that is the case, then the situation is ridiculous. I told Thorne that he had better come to Paris and run over Dupuy's course on the Seine, but he did not seem to think that such a method of obtaining the record would be favored at home. "They would never believe that I did it on the up and up," he said. Fancy that!



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Little Giant is 25 ft. long, 7½ ft. wide and has a draft of 22". Cruising accommodations for four people. Keel is White Oak, single length and sawed to shape. Powered with a Gray six-cylinder motor for 18 M.P.H. Completely equipped with screens, stove, carpet, etc. Throw your duffle aboard and start on a cruise of a day or a year. Priced at $1575. Other Richardson Little Giants as low as $1445.

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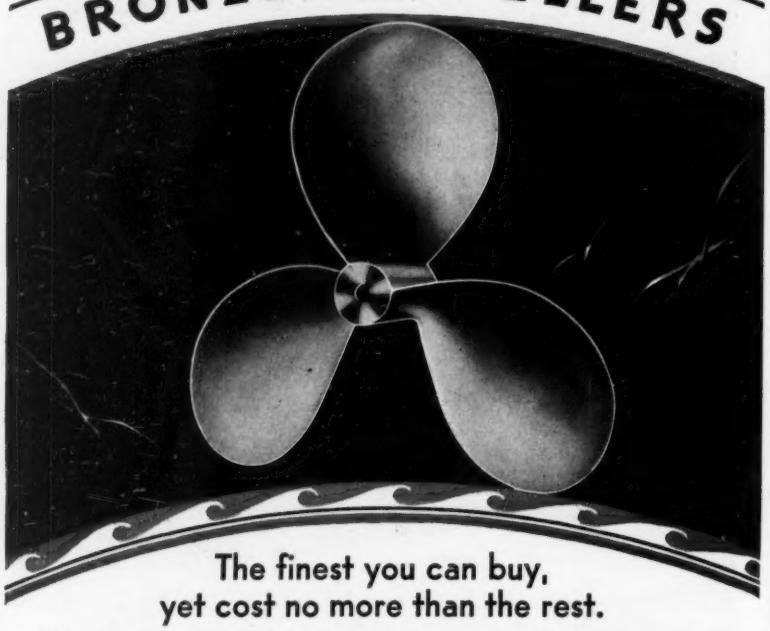

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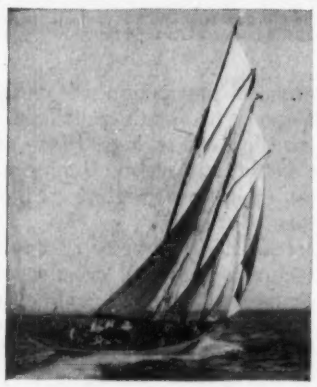

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New Trophies Offered in Outboard Field

(*Continued from page 66*)

at anchor, to carry, at night, a white light on the mainsail!

Another matter for the A.P.B.A. meeting will be the proposed reduction of the dues of all clubs to $10 per year. At present the clubs pay $10 per hundred members and it is found that the largest clubs, which thus pay the greatest amounts, are primarily sailing organizations, a great many of whose members are not interested in motor boat racing, although they use countless motor boats in connection with sailing activities. It is felt that boards of directors will be more willing to pass an appropriation of $10 for the benefit of their motor boating members than the amounts which the present schedule demands and which are now causing some resignations from the organization.

Motor boat racing is unquestionably to have a banner year in this country. Already a tremendous number of regattas have been sanctioned in the East, Middle West and Far West by the A.P.B.A. and N.O.A. The rules of both organizations have been revised to encourage newcomers in the sport and in at least one instance a group of sensible, experienced motor boat people, headed by Commodore William Crawford, Sr., of the Middle Atlantic Outboard Association, is going to attempt a sanctioned regatta with provision for a large paid attendance. What a novelty that will be! Imagine a motor boat regatta actually paying its own expenses instead of depending upon the local Chambers of Commerce, yacht clubs, yachtsmen and others to give the public a free show.

Meanwhile, over in England, they seem to be having trouble raising the necessary funds to celebrate the King's Jubilee with a motor boat regatta. This is too bad, because the motor boating spirit over there is on a high plane.

What Course to the Eastward?

(*Continued from page 58*)

average 12 miles a day.* This, perhaps, bears on the fact that in Maury's day the Banks were not a greater thoroughfare. According to the modern Pilot Chart there is a west-going eddy north of the Stream all the way from Cape Race to Nantucket Lightvessel. If it flows 12 miles a day and if an eastbound yacht takes the eight days that *Dorade* took in 1931 to clear the Banks in Longitude 47°, she will be set back 96 miles. And if another yacht, eastbound, takes six days to pass the tail of the Banks in Longitude 50° and receives a gift averaging 20 miles a day, as *Brilliant* did in 1933, let's do a problem in arithmetic and see how little the shorter distance of the great circle course helps the northerly yacht.

Granting that the shortest feasible great circle distance to Bergen *via* the Banks and Pentland Firth is 3060 miles and that the distance is 3230 miles if the Banks are avoided, the northerly yacht has an initial advantage of 170 miles. From this subtract 96 miles lost in bucking a counter current, leaving a net advantage of 74 miles. Subtract this from the 120 miles which the Stream gives the southerly yacht, and the net loss by the Banks route is 46 miles. And it's colder up north, and foggier, and icier. Also the percentage of calms along the Nova Scotian coast and across the Banks runs from 8 to 13, while in the Stream it averages 6. But I have to admit that if one yacht scooted across the Banks in fresh breezes in six days, and that if another lay becalmed in the Stream for one solid week the advantage of the northerly course would be considerable. (This concession is what is technically known as balancing the probabilities. If you study the contemporary accounts of the race of 1905 you will come across it occasionally, as in the statement that if the yachts which took the northerly route had encountered the wind *Atlantic* found in the Stream, the northerly boats would have won. Such statements frequently equal zero.)

Now to get on with Maury. From information received from ship captains in the Atlantic trade, he compiled tables showing at what latitudes certain clippers and packets had crossed each fifth degree of longitude between America and England. He published an eastbound and a westbound table for each month of the year. For the month in which we are interested — June — his table included the records of 13 ships making 17 eastbound passages. At the foot of the table he struck an average latitude in each fifth degree of longitude for the vessels making the six fastest passages and also the average track for all 17 passages. These two mean tracks are shown as the first and second lines in the table accompanying this article. Anyone who cares to plot them on chart 1070

* *The "Hildegarde," when on the Banks in the race of 1905, was set back 19 miles in one day.*

will see that from Sandy Hook both tracks slant below Latitude 40° into the Gulf Stream, and that both remain in the Stream for the entire passage, passing sixty miles or more south of the Banks. In short, the mean of the fastest passages (19 to 21½ days) definitely follows the southerly route.

Moreover, of the 13 ships whose records are listed, one, the *Ashburton*, is represented three times, her runs having been made in 19, 21½, and 28 days, and the mean of her three tracks is more southerly than Maury's average, her fastest run having been the most southerly of all. This mean is shown on the third line of the accompanying table. It indicates at the very least that her captain was enough satisfied with a southerly course to follow it consistently.

But to contrast with this track, I show in the fourth line the abstract of the *Dreadnought's* passage (also of 19 days) lifted from Maury's table, which reveals that the hardest driving skipper of the packet fleet sailed high across the Banks in June. For a further contrast see, in the fifth line, *Dorade's* northerly track in her 1933 cruise to Norway. Finally, Maury published a separate table for each month which he called his computed track, and this is entered as the bottom line of my table. It gives Maury's only crumb of comfort to the mariner who is looking for authority to sail a northerly route. And a big crumb of comfort it is, for if these positions are plotted on a chart they will show a track which from Sandy Hook cuts close to Nantucket (the island — not the lightvessel) and from there follows much the course that *Dorade* steered in 1933 as far as the thirtieth meridian. This computed track of Maury's cuts across the middle of the Banks and Flemish Cap. It is not a great circle course, but is a rhumb line from a position 70 miles south of Sable Island, 1326 miles to the junction of Longitude 31° with Latitude 51°:13′.

Of his computed track Maury said in a footnote: "According to the charts, this is the best track yet developed and ought to give the shortest passages." I find nothing in the explanations accompanying the tables to indicate why Maury developed a track so widely at variance with the mean of his best actual passages. In every month of the year except June his computed track follows closely the average of his fast passages. In this one month he departed from what was then standard practice and traced a course across that area "north of 45° and west of 45°" of which he acknowledged that he knew little.

But there it is, and I hope its inclusion in this table increases the perplexity of navigators in the Norway race no more than it does mine — which is plenty. In consideration of the uncertainty of weather along a great circle course from Cape Race to the Shetland Islands, Maury's computed track as far as Longitude 31° may be ideal for the coming event. From that meridian at Latitude 51° a great circle to the Butt of Lewis will shorten the distance a few miles while still keeping south of the easterlies.

But old prejudices die hard, and if I were navigating a boat to Norway I know what I would say, despite Maury's computed track. I would say that more is known about wind conditions now than was known in Maury's time, and that the wind roses on the modern Pilot Charts do not substantiate the weather probabilities on which his track was developed. And I would do as I have done twice before in Transatlantic navigation — seek and stay in the Stream as long as I could with eased sheets. Then, when southeast of the banks in Latitude 43°, Longitude 45°, I would sail a great circle course to the Butt of Lewis. I would sail (if I had fair winds) 140 miles farther than a boat following Maury's computed route, but it would be fun to see which got to Norway first. (*The End*)

The "Joseph Conrad" when she was the Danish training ship "Georg Stage," a steam auxiliary. Photo, courtesy of Charles R. Patterson

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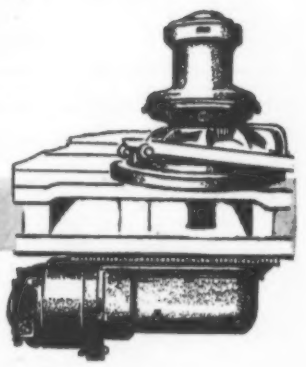

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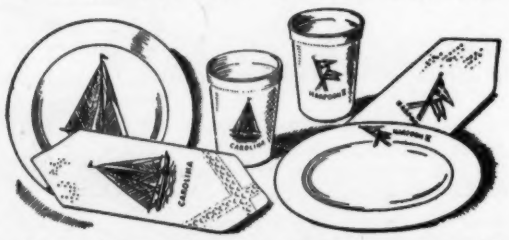

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What the Early Ships Were Like

(*Continued from page 44*)

the *Constitution* as a beautiful example of the shipwright's art.

To trace the development of sail in the square-rigged ship is comparatively simple. The single mast grew large, and when it had need to be of a girth which a single tree could not give, it would seem that a large oak foot was provided, in which the pine mast stood as a candle in a candlestick, and from the foot were raised great oak shores to support it; between the shores were fillings coaked and mortised together, the whole well woolded and tapered evenly upwards, so that the parrel of the main yard could descend gracefully. It was an imitation of the natural form of a lone straight tree growing thicker towards the ground, whereas the later type of made mast, which had a diameter less at the heel than at the partners, was composed of three or more pines, none of which went the whole length, and it was designed when the value of shrouds and stays was better appreciated.

It was a great affair, was the medieval mast, and when they hoisted the great yard with its halliards and truss parrel, there were mighty yo-hoings and a long tally-on. Certainly, the sail was given plenty of flow and a good length of sheet, for our forefathers were great optimists and ever hoped for a fair wind; but when hope was deferred, they could trim sail with braces, tacks, lifts, and the bowlines leading out to the bowsprit, so that it was not too inefficient in a peg to windward. In fair weather they laced a bonnet to the foot of the course (which is but our word *corpse* or *body*, disguised); to the foot of this, again, they laced a drabbler for light airs. So they ghosted along. On their sails were painted strange devices — terrible beasts, queer birds, and quaint flowers, which, with their gaudy banners and league-long streamers, have given us an impression of unreality. Under water, however, the shipwrights had given the ship a bold entry and a clean run, while on board was a crew of brown-necked hearty seamen who knew their business, and by and large the ship of the Middle Ages went very well.

By accident or design, the ship came by a foresail, the mast being stepped well in the eyes and finding good security in the *catena*. Very quickly, we may be sure, the mizzen followed, the mast finding a handy beam ready for its lashing. This mizzen sail was but half a sail, divided diagonally and more commonly known as a lateen. The learned believe the name derives from the fact that it was set in the middle line of the ship (*mezzo* meaning middle besides being mixed up with half). Anyway, it was the first fore and aft sail introduced into the square-rigged ship, coming from the south by way of the Portuguese coast. About the same time a spritsail appeared under the bowsprit — maybe after a dismasting when no other stick stood on which to spread a rag; or was it the *akateion* of the ancient Greek trireme, which was hoisted when she had had enough of battle under oars and would up stick and run — show the white feather?

When once the three masts were established, they took to themselves topsails; topgallants followed and were later crowned with royals. Sprit topmast, with its sail at bowsprit end, came and went. Staysails, jibs, and flying jibs, spankers, ringtails, and studding sails, with skysails over all, appeared, till everything was drawing, the braces clucking in the blocks like tightening fiddle strings, the following seas breaking and flattening under the forefoot of the full rigged ship. So she came and passes.

Radio Announcer: ***"I am sorry to interrupt your tea time music, but here is a gale warning. . . ."***

Courtesy "Yachting Monthly," London

Galley Gear

(*Continued from page 60*)

bulkhead just outside of the door into the galley is a good location. The cook can then step out and grab the extinguisher or anyone from outside may seize it without having to enter the smoke-filled galley. Any fire should be tackled at once, before it gets a good start. As one old timer says: "You can spit on a match and put it out."

Galley arrangement should be well thought out before the boat is built. Most cooks have to take the galley "as is" and make the best of it. The ice box door should, though it seldom does, open forward or aft so that everything will not spill out in a seaway. With the galley aft, the ice compartment may be filled from the deck so that ice will not have to be carried below, usually a rotten job. It is a good stunt to have a portable grating to wedge the ice in place as it melts so that it won't shift every time the boat comes about.

Plenty of dresser space should be provided, at least twice the area of the top of the stove. Some folks like to cover this with metal, which is easy to keep clean but gives a slippery surface on which everything will slide when the boat is rolling. Some sort of a portable fiddle bar arrangement could be worked out to keep things from shifting. The metal surface is fine to put hot pots on, but few really get hot enough to do any harm except the frying pan, and this may be tucked in under the stove as suggested before. A wooden surface is nicer to work on and may be scrubbed and kept really clean without too much work.

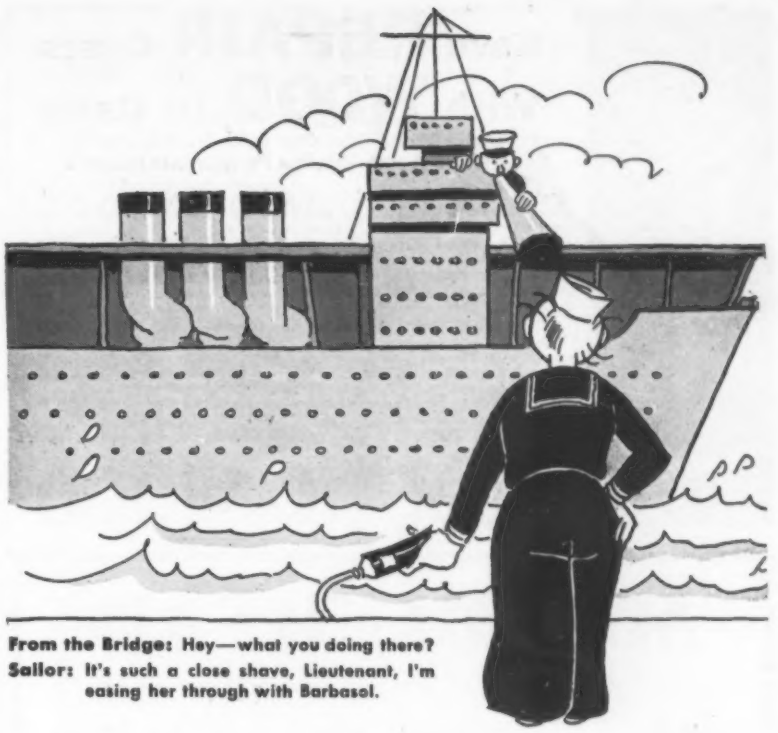
The average sink is more or less of a joke. Remember that the size is measured over the flanges so that the opening is quite a bit smaller than the nominal size. Most sinks are either below or close to the water line so that the dirty water has to be pumped out. Then, they are shallow so that the water slops around when there is any motion and overflows. One heretical — or progressive? — cook declared to me that his boat isn't going to have any sink at all; he'll keep a deep pot of hot water and washing compound on the back of the stove and wash up as he goes along. When through with the job, the pot may be emptied overboard without much trouble. But, then, he's a real seagoing cook and delights in serving four hot meals a day in a Bermuda race.

As for cooking utensils, too many men simply go to the store and buy the same kind of pot that is used in the ordinary house kitchen, where there is no motion and the stove top always remains level. Now, when you're going to sea, you must prepare for a lot of motion, both rolling and pitching, with an occasional crash as the boat comes down hard after climbing a big one. In bad weather, pots and pans must be secured on the stove so that they will not shift. This may be done with rods bent to shape and clamped in place, or by lashing the pots to the stove rails with wire. Some stoves have the rails portable, which is fine for cleaning but not so handy when the cook wants to secure a deep pot to a loose rail several inches below its rim.

The common frying pan, with its long single handle and shallow body with flaring sides, is all right in smooth water but not so good when the boat is doing a little ground and lofty tumbling. Much better is a pan three or four inches deep, with sides straight or even made with a tumble home and with a pair of bails instead of a single long handle which cannot be lashed satisfactorily. Its depth should prevent grease from slopping over and starting a fire.

Pots should be deep and straight-sided, and fitted so that they will nest for stowage. Bottoms must be absolutely flat; if they are rounded at all, the cook will have a mean time trying to keep them from sliding all over the place. As to material, I suppose that copper, lined with pure block tin, is about the best that can be used — but such pots are expensive and the tin lining must be renewed if it wears thin anywhere. Next choice is the heavy cast aluminum, flat-bottomed, and about a quarter of an inch thick. In them food may be cooked without water if desired. Every pot should have a tight fitting cover, and the cover should have a flange fitting down inside of the pot and spring clamps each side to hold it on. (The pots made for a fireless cooker have such covers and clamps.) And the corner between bottom and sides should be well rounded for easy cleaning.

You will not find the proper seagoing pots and pans in the household department of the usual store; you will have to look for what the trade calls "hotel ware." These are built for hard use and are heavier and better than the regular kitchen gear. For instance, get the "deep stock pot with loop handles," deeper than it is wide. For frying, use the "shallow sauce pot," the depth of which is about one-third of its width, with loop handles of heavy wire or rod. An aluminum water pitcher is handy for mixing drinks as well as for normal use. "Meat loaf pans" and "steak pans," rectangular with rounded corners, are fine space savers as food containers to be put in the ice box, much better



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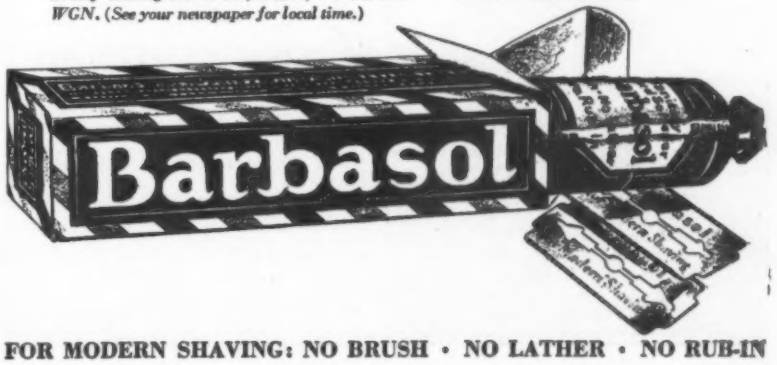

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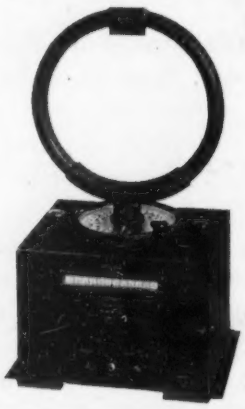

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than the cylindrical type. A "triplicate sauce pan set" is handy, the pots being roughly triangular in plan and taking up little room on the stove. For making johnny cake and such like, get a "pecan roll pan," with a dozen individual compartments. Remember the yarn of the sea-going peach pie, baked when the ship had a heavy list? All the filling shifted to leeward and the chap who got the weather half didn't get any peaches. Measures, ladles, etc., should be of the hotel pattern and of stout aluminum. Drinking cups for heavy weather had better be of stainless steel. It is practically a non-conductor and the handles do not get red hot when you pour hot coffee into them as do cups of other metals.

You may have to do a little searching to find really seagoing cooking gear, but the everyday run of house gear will prove to be little better than a makeshift once you get outside and try to cook in bad weather — just the time when the crew needs the stimulation afforded by hot grub.

Square Topsails for Schooners

(*Continued from page 41*)

long. If you are moderately smart, you are on deck again in less than 60 seconds. Meanwhile, I — knowing the leads, you understand — have remained on deck taking off their pins: (a) two topsail yard braces, (b) two clewlines, (c) two sheets, (d) one buntline, (e) one halliard. If I have made no mistakes in choosing my pins, these duties have taken about 45 seconds.

Now, if I have been fortunate, and if you have chosen to return to deck *via* ratlines instead of a backstay, I have time to masthead the yard as you descend. When you reach the deck, I hand you a sheet and, the other in my hands, we haul out together. One minute and ten seconds, if nothing fouls. The remaining fifty seconds tick off as we belay all lines. If it is necessary to brace the yards for close hauled work (we can use that sail with the wind two points forward of the beam) we may require one more minute.

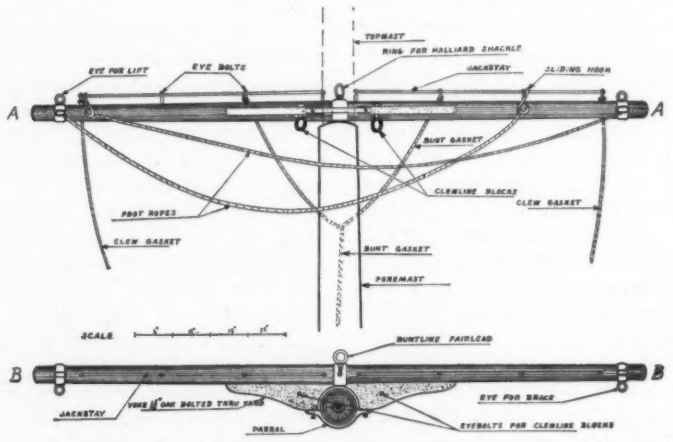
You will realize now that one man alone can handle this raffee with ease. It is no more difficult than setting jib and jumbo, except for the trip aloft; and this duty soon loses its power to worry you.

Setting the raffee in a stiff breeze is almost as simple. In this case, we hoist the yard halfway up before casting off the buntline. Even so, it may take two men to masthead the yard, and sometimes sheeting home is a two-man job, for our lines are single whips.

Taking in this handy sail requires only seconds. Cast off the halliard, and the yard comes down on the cap by the run. Cast off sheets and clew up. Three men, ten seconds. Two men, twenty seconds. One man, one minute. A harbor furl can be made in smooth water in from three to five minutes, easily.

The effectiveness of this rig is so great that I venture to add a few notes here for those who are bored by sketches and diagrams. With my limited experience with this sail I would not vary its rigging for a schooner between 40 and 65 feet long. A larger boat might well carry a standing topsail yard and hoisting topgallant yard, something like *Cressida's* rig.

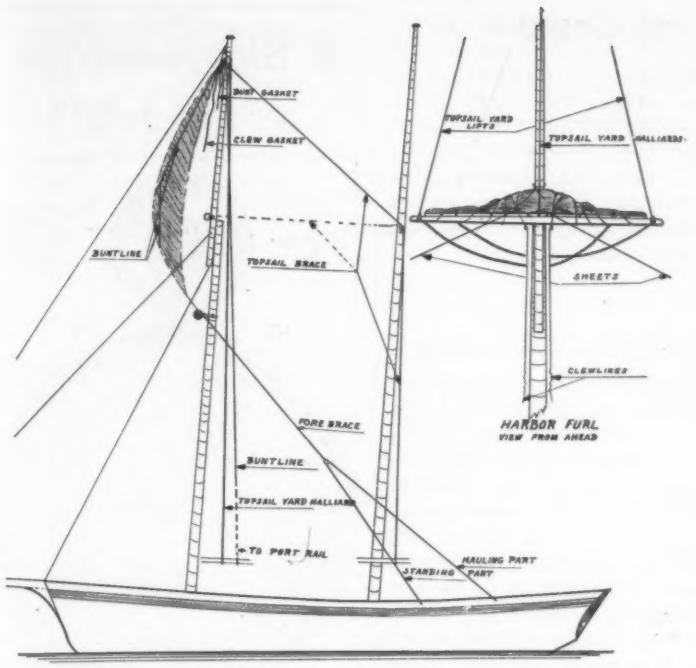
The topsail yard is completely outfitted. The parrel is covered with leather and is in two parts, to permit the yard to be taken on deck. A jackstay runs along the top of the yard, and to this are bent the sail itself, one end of each foot rope, and all three gaskets. The gaskets hang down abaft the sail when it is set. After furling, they are brought forward and up. Each clew gasket is wound three times around yard and sail. The bunt gasket is simply brought up over the bunt and made fast to the topmast. Foot ropes run



TOPSAIL YARD FITTINGS FOR "NARCISSUS"

'A'- VIEW FROM AFT

'B'- VIEW FROM ABOVE



How the running gear of the topsail is led. The yard is settled on the cap when furled, the lifts and braces holding the yard square

from each quarter to the opposite yardarm, where they are hooked and moused.

One has full control from the deck and goes aloft only to furl or loose the sail.

The halliard leads through a sheave in the mast. The buntline leads through a small block seized to the foretopmast stay. Here it leads the buntline clear of the mast and halliard. This line is "the works" in taking in the sail. There's no fight at all left in it after a couple of heaves on the buntline. Note how cleverly it is planned to lead through a large eye on the yard. As the two ends run through this eye, they draw the bunt together but prevent any canvas from being hauled above the yard itself.

Topsail yard lifts are practically standing rigging, made fast to yard and masthead. When the yard is up, it is held level by the sail. Of course when the sail is sheeted home the yard cannot cockbill. Any tendency to do so when the sail is furled is prevented by the lifts, and by the sheets made fast on deck.

The topsail is furled by picking up folds forward of the yard and pounding them flat. The last fold or tuck leaves a roll and the sail is smooth, with clews held in place by their lines already made fast. This job has only two difficulties: getting the folds and final roll tight enough, and distributing the bunt evenly on both sides of the mast.

It is surprising to the uninitiated to discover how much of the strain of wind on canvas is transmitted to the topsail yard and how little, relatively, is taken by sheets. In rigging for the trip up from Nova Scotia, we used 3/8-inch diameter manila exclusively, except for the halliard. It looked light, but proved to be ample. Next summer we shall splice chain in the sheets where they run through blocks on the yard and feel safe in anything the sail itself will stand up to.

E. G. Martin reports considerable trouble with his raffee, as the halliard chafes through and it is difficult to set the sail from the deck. Taking it in also provides anxious minutes if there is a breeze and the squaresail is not set below it. These difficulties are avoided by using the standing lower yard and fully equipped topsail yard. The parrel and chocks, rather than the halliard, take the strain and chafing is eliminated. The sail handles perfectly from the deck.

What are the negative aspects of the rig? The only one I will now grant is windage aloft. But this is no greater than that of a furled gaff topsail. The topsail yard is a small stick. The foreyard *is* big but it is not far off the deck. (We lowered it 18 inches from its planned position. Here it looks better, too, level with the main spreaders.) Nor does it seem to affect stability, especially in such a wide, heavy hull. There is no whip in the foremast when rolling. We ought to know, having spent twelve hours off Seal Island while a glassy ground swell gave us an uncomfortable day of it in the always-interesting Bay of Fundy.

A large squaresail is shown on the *Narcissus* plans. It furls up and down the mast, like that of *Pilgrim*. A jackstay for brails has already been rigged forward of the mast but we left the squaresail in a locker for the beat to Boston. It is heavy, and ought to stand in anything short of a hurricane. Certainly the mast, shrouds, backstays, braces and hull will hold it. We are already looking forward to spring and dreaming of a voyage to England or Spain. When the wind really pipes up and the raffee comes in, the squaresail should lift us over many a league of wild water.

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Yacht Club News and Gossip

(*Continued from page 34*)

Mid-West Moth Regatta

July 7th has been selected as the date for the Mid-West Moth Regatta, open to all Moths from Michigan, Indiana, Ohio, and Illinois, which is to be held in Hillsdale, Mich.

\+ + +

Corpus-Galveston Sea Race

On a day in the third week in May to be agreed upon by skippers of the boats entering, the Corpus Christi-Galveston Annual Sea Race Association will run its fifth annual 152-mile race. Already ten entries have been received, beginning with the 25-foot Matthews "Sailer" *Tid Bit*, which will defend the cup. All sail boats between 25 and 60 feet are invited to enter the race, and information may be obtained from E. C. Hodges, Jr., Box 566, Corpus Christi, Tex., or from Rex Dunbar Frazier, Box 913, Houston, Tex. The event is a thoroughly sporting one and has always been run with high enthusiasm.

\+ + +

Jubilee Races at Gothenburg

During his recent visit to America Sven Salen, Sweden's famous Six-Metre ace, extended a cordial invitation to our specialists in this class to send a team of two boats to Gothenburg for the great jubilee races of the Royal Gothenburg Yacht Club. Whether or not a team is sent to represent America, Americans in Gothenburg at the time of the jubilee will find themselves hospitably received. They will also find "Sixes" as plentiful as Star boats.

How and Where in British Columbia

(*Continued from page 56*)

ment, it is not so intended. Any discussion of the cruising possibilities would be incomplete if I did not mention this one. All I know is that the cruises made thus far are said to have been successful; without assuming any responsibility I shall be glad to furnish this man's name and address on request.

So far, I have said more about the "how" than the "where." One reason is that any place you go is fascinatingly beautiful and full of interest. Another is that you can easily spend an entire summer (as we did) cruising a very small section — and then not begin to see it all. But to my mind the cream of it all is in the deep inlets which lie opposite Vancouver Island. The astonishing thing is that this rather extensive paradise can be reached by an easy two days' run from either Victoria or Vancouver. From Seattle add another day, but one which will not be wasted, for Puget Sound too, has its charms.

Where Nature herself is superlative it is difficult not to fall into the same vein. Jervis Inlet and, more particularly, Princess Louise — which comes into the former near its head — seemed to us the most enchanting place on this earth. There is no way to get there except in your own boat, so its beauty is still unspoiled. And make no doubt of it, this country is a wilderness even today. If you are man enough to climb the snow-capped peak that stands sentinel above Princess Louise you can look from its summit over a landscape that will take what little breath you have left. But there's plenty to see even without doing that. Bute Inlet, about a hundred miles further north, is longer and even more magnificent, heading in an ancient glacial cirque among tall mountains between whose flanks tongues of ice thrust out. And Knight Inlet is said to be still more startling. We did not get there because our time was spent. Between these inlets lies a maze of islands with runs and passages galore. Someone has said that fifty miles of this coastline is as much as any man can thoroughly explore in a year, and I readily believe it. All that we did in three months was to find some places which we are going to explore!

There is, of course, a vast section of British Columbia which lies north of Vancouver Island, and Alaska beyond that. I have cruised portions of both in other years. But I doubt if you will find any gem to compare with Princess Louise or any coast more fascinating than that which is so easy of access behind Vancouver Island. And if I have seemed to stress the difficulties it is because I prefer to err on the side of caution. Actually, there is *no* difficulty for a proper vessel and a man who knows his stuff. Though it is true that I should hate to have my motor die while going through Euklataw Narrows or the Skookum Chuck!

Without doubt one will find a greater variety of boats to choose from in Seattle than in either Victoria or Vancouver. And if one lacks the time to go boat hunting (which is a sport in its own right) there are plenty of builders and brokers in Seattle who should be able to find what you want and have it ready when you appear. Charters are low,

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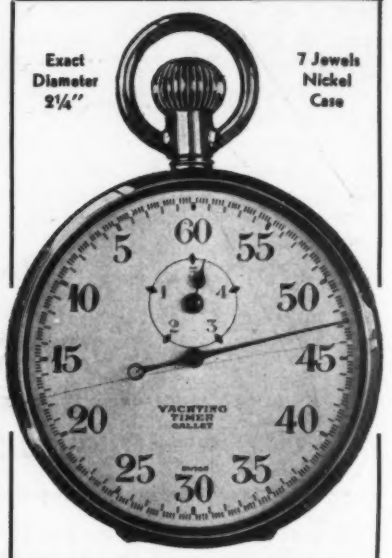

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Ferdico Canvas Cement can also be used for attaching cork, felt, rubber, leather, and linoleum to iron, steel and wood.

For DECK SEAMS use Jeffery's No. 1 Marine Yacht Glue

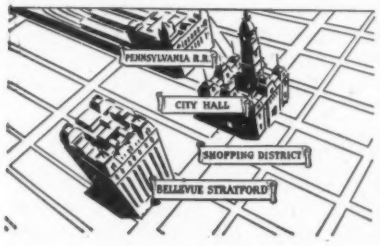
For HULL SEAMS use Ferdico SEAMSEAL

For DOUBLE PLANKING AND BATTEN SEAMS use Ferdico Aviation Liquid Marine Glue

For CANOES use Special Marine Canoe Glue

Write for booklet, "How to Repair Leaks in Your Boat"

L.W. Ferdinand & Co.
599 Albany Street Boston, Mass.



In the heart of Philadelphia . . . socially, commercially, geographically. Here a modern hotel, world famous for its hospitality, its cuisine and its generous provision for the comfort and the convenience of its guests.

Rates as low as $3.50

Claude H. Bennett, General Mgr.

Bellevue Stratford

compared with Eastern ideas. The summer climate is fine, with little rain and less fog once north of Juan de Fuca Strait. The outside coast of Vancouver Island is another matter.

If one starts from an American port it is necessary to secure a cruising permit for Canada, but this is a formality which the Dominion authorities render almost a pleasure. Salmon are plentiful, but one must have a fishing permit to take them, even in tidal waters. This costs ten dollars for the season. And everywhere in British Columbia you will meet with courtesy and a genuine interest and kindliness that go deeper still.

The Tortola Cutters

(*Continued from page 48*)

most men are content to exchange sailing with a heavy weather helm for peace of mind alongside the dock.

It would be somewhat difficult to get the lines of one of these interesting craft, since they are rarely out of the water, but the accompanying photographs show boats which have passed their years of usefulness and are now hauled out to reach a point of disintegration at which they may be completely and easily torn apart and rebuilt. One of them, the *Juliet*, is a St. John boat — St. John being an American island — but in design she is precisely like many Tortola craft, quite wide and with rather slack bilges. She had a reputation for being very fast in light winds but somewhat tender when the trade wind puffed up to its afternoon strength. Her owner, however, regards her with enough affection to rebuild her. The side view shows the other features of the vessels — rather long, easy run, and deep forefoot. With her, as with most of them, the greatest beam is a little forward of midships.

A number of refinements immediately come to mind when one thinks of adapting the type as a tabloid cruiser. With outside ballast, stability and possible headroom in the cabin would be greatly increased. A tall, hollow mast, short boom, and a bowsprit of moderate length would make her much better balanced on the wind. The forefoot, perhaps, could be rounded a little bit more. It is also possible that the largest sectional areas could be rather better placed, the greatest beam being brought back to the midships point at least.

Down below they are roomy. On one craft in which I traveled there was a minute cabin aft with a little berth, five feet long, installed. The six-foot black captain explained that he never slept in it, not holding with such effeminacy, but occasionally he had women passengers who enjoyed curling up there. On this particular trip we had three or four women on board and a tremendous cargo of flour. There were also several men passengers. We made the passage into Pillsbury Sound in two long tacks and then, when well into the sound, we were struck by heavy squalls off the mountains of St. John.

The women, at this point, were lying down on top of the cargo of flour, one of them stoically nursing a baby while the other two slept. Aft, one more woman had taken refuge in the cabin, a position of honor acceded to her owing to her considerable wealth in land and cattle. One of the male passengers, disliking the cold, heavy rain, took himself to the hold and sprawled out on the flour in company with the three women. I then discovered that the space on top of the cargo is, by tradition, regarded as sacred to female passengers. At once a blue-black mariner, with instructions from the equally blue-black captain, came forward and thrust his head down the hatch.

"Here, you!" he bawled, "What de place of female on sea?"

The man made no answer beyond a scornful grunt, and the sailor commenced a dissertation on the general subject of "de place of female on sea." Finally the passenger was goaded into a reply.

"I pay passage," he said. "I pay first class passage! I first class passenger. First class passenger don't get wet, no! You better leave me alone." And, warming to his work, he launched into a long speech which overwhelmed the sailor with such a flood of words that he was forced to retire and consult with his captain again. But by this time the last rain squall had passed.

"Hell," said the captain, "let that nigger stay there as long as he likes. It going to get *some* hot down there when sun come out."

So it may be seen that even among these black mariners of the Virgin Islands the traditions of the sea find stalwart upholders.

The YANKEE
PRIDE OF AMERICA
sails for England
equipped with the modern
KELVIN-WHITE
SPHERICAL COMPASS
and the
KENYON SPEEDOMETER

We know she will give a good account of herself in her races this summer. We wish her luck.

Be modern. Install these modern instruments on your boat and enjoy the pleasure, satisfaction and safety that others are enjoying. Write for our descriptive folder and the endorsements of many satisfied users.

KELVIN-WHITE CO.
112 STATE STREET, BOSTON
38 WATER STREET, NEW YORK

FIRST LINE PROTECTION

TARR *and* WONSON COPPER PAINTS

"Danger, keep off!" clangs the protecting bell buoy to ships at sea. It is first line protection against shoal waters and rocks. "Watch out, worms, barnacles and all sea-growth" warns the boat bottom painted with Tarr & Wonson's Copper Paint. "It's fatal to land here."

There's real first line protection for wooden bottoms in Tarr & Wonson Copper paints. And more, there is actual preservation for the hull itself.

Give your boat first line protection below the water-line. Paint it with Tarr & Wonson's Copper Paint.

THREE COLORS

- BROWN COPPER PAINT
- RED RACING COMPOUND (for fast slippery bottom)
- GREEN COPPER PAINT

TARR & WONSON, LTD.
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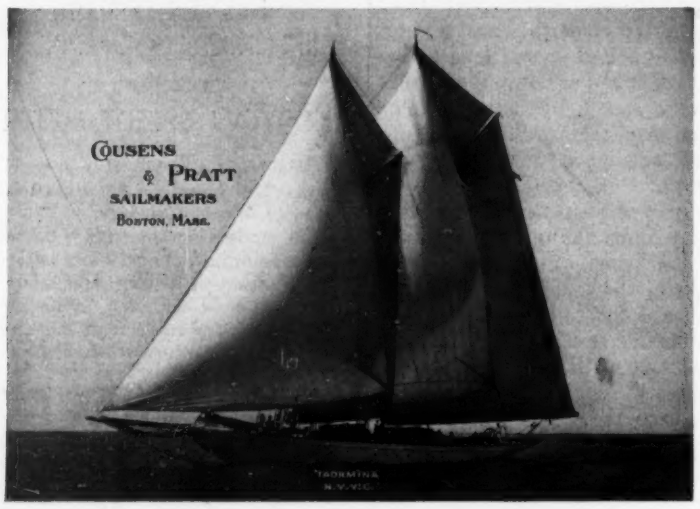
Fine Copper Paints since 1863
also a full line of topside paints and spar varnish

BE YOUR OWN SKIPPER AND CREW

AN OLD TOWN DINGHY is a worthy craft for sailing. Easy to handle. Takes a big load, comfortably. Sturdy planking, covered with tough canvas. Never needs caulking or soaking. Ideal for youngsters. Write for a free catalog showing many models. Also canoes, rowboats and outboard types. Write!
Old Town Canoe Co., 165 Main St., Old Town, Maine.

"Old Town Boats"



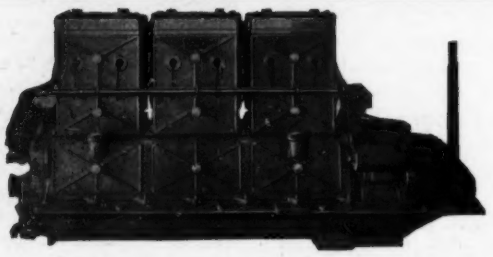
HELMSMANSHIP
By E. G. MARTIN

"Anyone," Commander Martin says, "can teach a man to steer; no one can teach him to be a helmsman — that he must learn for himself."

The author discusses steering gear of various kinds and helm effect, making a strong case for the tiller in preference to the wheel, and gives a number of valuable hints for handling a tiller with the least effort. He has much to say about coming about, urging that the boat be sailed around instead of being slammed suddenly from one tack to the other. He defines proper balance and tells how to improve balance by shifting weights and trimming sail. For the racing man there are descriptions of the right and wrong way in which to round marks and an analysis of problems met when sailing in a tideway.

A book that every sailorman will enjoy and which he may read with profit. $1.50.

YACHTING
205 EAST 42ND STREET NEW YORK CITY



For engine replacement or new construction it is well to consider Murray & Tregurtha 4- and 6-cyl. fuel-oil and gasoline marine engines. *Write for complete information.*

MURRAY & TREGURTHA, INC.
NORTH QUINCY, MASS.

Of Interest to the Skipper

The Lux Model Two is a handy and effective fire fighting tool

A Handy Extinguisher

A NEW size carbon dioxide fire extinguisher, known as the Lux Model Two, is the little brother of the larger Lux equipment. It uses the same instantaneous method of smothering a fire and, as the gas is good until used, it does not require annual recharging. The new device weighs but 10¾ pounds, is of rugged construction and easy to operate efficiently. The carbon dioxide charge is harmless to man or material yet is declared to be the fastest extinguishing agent known.

This new handy extinguisher will appeal to those who have already installed the Lux system in their boats but who wish a small device for possible galley fires, and also to boat owners who heretofore have felt that they could not afford Lux protection.

\+ + +

Busy Days in Camden

THE Mathis Yacht Building Company, of Camden, N. J., has just completed an auxiliary yawl of the fisherman type for E. R. Fenimore Johnson, of Moorestown, N. Y. The boat is now cruising in West Indian waters. Under construction at present are two 45-foot auxiliary cutters from designs by Thomas D. Bowes, of Philadelphia, one for Sayre M. Ramsdell and the other for Russell L. Heberling, also a 79-foot power cruiser for Mrs. Thomas C. McCahan and Wm. J. McCahan, 3rd. In addition, there are four 30-foot auxiliary cutters for stock.

\+ + +

Hill Diesel Distributors

SUTTER BROTHERS, with offices and show rooms at 47 Great Jones St., New York, have been appointed Hill Diesel distributors for the New York territory. In addition to engines and repair parts covering current and discontinued models, Sutter Brothers will maintain a staff of service men and also a boat, driven by a 6-cylinder 5″ by 7″ motor, for demonstration. The boat will make her headquarters at the company's shop and service station at Gerritsen Beach, Brooklyn.

William Mulheron, of 11 Broadway, has been appointed distributor for Hill auxiliary Diesel equipment.

Karl Eigen, Hill Diesel factory service representative, is devoting his time to the interests of the two distributors and through them to the many Hill Diesel engine owners in the New York section.

\+ + +

Masurite Canvas Primer

JOHN W. MASURY & SON, of Brooklyn, N. Y., have developed for canvas decks a paint which expands and contracts with the canvas. A test panel, painted with two coats of this Masurite Canvas Primer, then canvassed and the canvas given two coats of deck paint, was subjected to alternate temperatures of −6° and +200° F, the cycle being about 30 minutes. At the end of three days of this treatment another panel, painted in the usual manner, was badly cracked while the one treated with the new composition was unaltered. From the condition of the standard panel, this test represented about three years' service.

A smooth deck may be obtained by using two coats of the primer and one of deck paint, sanding each lightly.

If neither boat yard nor dealer can supply the new paint, a letter to the manufacturers will bring complete information.

Richardson Sailaway Cruises

THIS year there will be three fleets instead of one leaving the plant of the Richardson Boat Company, Inc., at North Tonawanda, N. Y.

About May 10th the west bound fleet of a dozen or so will leave the plant bound for Cleveland, Rocky River, Huron, Sandusky and other Lake Erie ports. It will be in charge of N. J. Shea, Cleveland representative.

On May 15th the second detachment of half a dozen will shove off for Ithaca. This group will proceed along the Barge Canal to the Cayuga and Seneca Canal and thence along Cayuga Lake to its destination.

May 26th will see the departure of the third fleet, bound for New York. There will be twenty-five boats making this trip through the canal and down the Hudson. Overnight stops are scheduled to be made at Rochester, Lyons, Brewerton, Canajoharie, Schenectady and Rondout. This fleet, the fifth annual one, will be in command of James E. Gillespie, Sales Manager of the Richardson Company. It will be serviced by a competent crew from the Richardson shop and the Gray factory.

Entries for the cruises will close a week previous to the starting dates.

+ + +

Kayaks

THESE little craft may now be obtained from the Kayak Boat Co., of New York. This organization has recently introduced what it calls the Polo Kayak, a hull built entirely of wood, not a canvas-covered boat. These are available either complete or in knockdown form for amateur building. The boat will stand the hard knocks of the polo game played afloat. For those less strenuously inclined, the kayak offers an easily paddled little boat at low cost.

+ + +

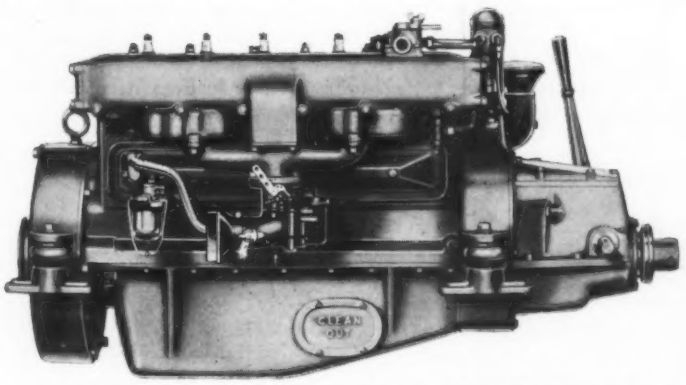
New Engine in Schooner "Rhine"

THE auxiliary schooner yacht *Rhine*, ex-*Falcon II*, designed by Alden and built by Lawley in 1930, has just been repowered with a Scripps V-12 Model 304 engine. This develops 210 hp. at 1800 r.p.m. and is equipped with a 2.43:1 reduction gear. The yacht is 70′ 4″ over all, 54′ 4″ l.w.l., 16′ 9″ beam and 9′ 2″ draft.

+ + +

New Gray Sixes

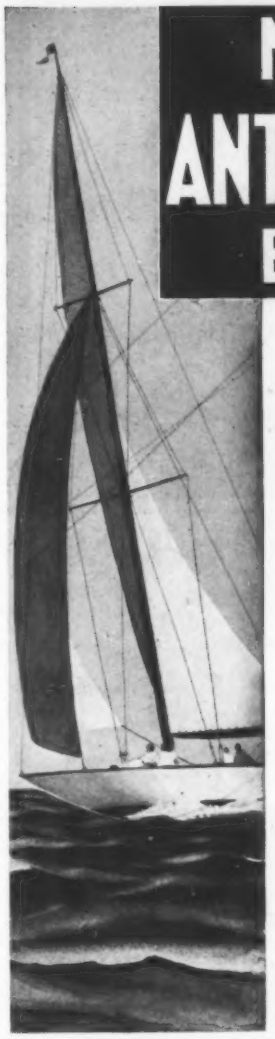
TWO new engines are announced by the Gray Marine Motor Company, of Detroit, the Six-71 and the Six-91. These have individual intake port and manifold passage for each cylinder. This design, the manufacturers state, produces more power at full throttle, perfect idling at low speeds and greater economy through more complete combustion of the fuel. Two Gray Fours and five Sixes are available with this "individual porting."



The Gray Models Six-71 and Six-91 are compact and powerful engines

The two new engines are almost identical in appearance. They have double ignition, rubber mounting and carry the Thermoset, etc. Model Six-91 is $3\frac{7}{16}$″ bore, $4\frac{3}{8}$″ stroke and 244 cubic inches piston displacement. It is $49\frac{7}{16}$″ long (the Six-71 is $42\frac{3}{4}$″). Crankshaft is $2\frac{3}{8}$″ diameter. Both engines may be had with cast iron or aluminum base and housings. There is also a choice of types. The "Economy" style of each engine is all iron, with low speed camshaft, restricted manifolding and carburetion and low compression, being designed for power and economy at low speeds. The higher speed design has aluminum pistons, base and housings for engine speeds of 3000 r.p.m. or even higher.

The Six-51, a smaller edition of the Six-71, with 3″ bore, 4″ stroke and 170 cubic inches displacement, is another Gray. All of these engines, like the rest of the line, are available in either right or left hand rotation and with or without built-in straight line reduction gear.



MARBLEHEAD
REG. U.S. PATENT OFFICE
ANTI-FOULING GREEN
BOTTOM PAINT

It is a **Powerful Preventive** of Marine Growth, Barnacles and Borers. Has no equal in warm and tropical waters as a protection against *destructive Teredos*.

EMERALD—LIGHT GREEN
CREAM WHITE
A Hard Finish Racing Green by Special Order

John G. Alden — I have used your Marblehead Anti-Fouling Green Bottom Paint on my own schooners, Malabar I to X, and on my better grade yachts. It is most satisfactory both from a racing and cruising standpoint.

Belknap & Paine — We have specified Marblehead Green Bottom Paint for all wooden yachts from our design for a number of years past, to our entire satisfaction.

Burgess & Donaldson — Invaluable for racing and cruising.

Cox & Stevens — Used largely on vessels with which we have been connected, and has always given complete satisfaction.

Henry J. Gielow — As near 100% perfect as possible.

STEARNS-McKAY MFG. CO.
Marblehead, Mass., U. S. A.

CRESCENT ONE-DESIGN CLASS

ADOPTED BY THE WESTERN MICHIGAN YACHTING ASSOCIATION

13½ x 5 FEET
SAIL AREA
95 SQ. FEET

PRICE
$145

JESIEK BROS. BOAT COMPANY
MACATAWA • MICHIGAN

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Shallow Water Helmet

SHALLOW WATER AND STANDARD DIVING APPARATUS

Descriptive Literature on Request

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A YACHT CHAIR BUILT FOR COMFORT AND SERVICE

Gold Medal yacht chairs are comfortable and durable. Built of selected air-dried hardwood—finished in brown mahogany. Light weight—folds compactly for stowage. Fitted with solid brass hardware and rubber cushioned feet. Used as standard equipment by many leading boat builders. For practicability as well as ruggedness choose "Gold Medal."

GOLD MEDAL FOLDING FURNITURE CO.
1713 Packard Ave., Racine, Wis.
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"GOLD MEDAL"
TRADE MARK REG. U. S. PAT. OFF.
Folding Furniture

No. 35Y

Patented rubber tipped feet prevent slipping and marring of decks.

★ ★ ★

Sailing, Seamanship and Yacht Construction

By UFFA FOX

SAILING, SEAMANSHIP and YACHT CONSTRUCTION is a fascinating manual alike for the expert and the novice, written by a great seaman, helmsman and designer. The book ends with the author's design of a 36-ft. waterline cruiser, *Heart's Desire*. If to some she appears too fast for comfort, it must be remembered that she is the result of the author's practical experience in every kind of sailing vessel, from square-rigged ships to racing canoes. She is a final illustration of Mr. Uffa Fox's thesis that, as it is the speed of a fast vessel that makes her more uncomfortable than the slow cruiser, she can at any time reduce her speed by reducing sail, when the ease and buoyancy of her motion will give all the comfort of her slower rival, and more; but the speed is there when needed, and the best ocean racer makes the best cruiser.

Price $10.00

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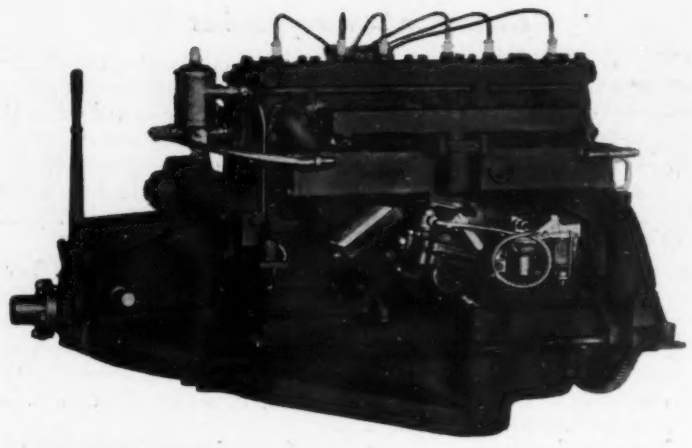

The new UH Lycoming 6-cylinder engine develops 80 hp. at 3400 r.p.m..

Lycoming's New Six

A NEW 6-cylinder marine engine, Model UH, has been added to the line of 4-, 8-, and 12-cylinder motors built by the Lycoming Manufacturing Company, of Williamsport, Pa. The new engine develops 80 hp. at 3400 r.p.m. and may be had either with direct drive or reduction gear.

The addition of the new motor rounds out a line of engines with a horse power range of from 35 to 325. With the exception of Model UF, a 325 hp. engine built only in direct drive, Lycoming engines may be obtained either in direct drive or with reduction gears. Standard equipment of the new Six includes instrument panel with tachometer, oil pressure and water temperature gauges, ammeter and ignition switch with lock, tools, sump pump, starting crank and reverse gear handle.

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"Yankee" Using Smith's Finishes

WHEN Gerard B. Lambert's Class J sloop *Yankee* sailed from Boston the other day for her campaign in British waters, she carried on her topsides the same Smith "Cup Defender" finish that has been used by every America's Cup defender, and most Cup aspirants, for 84 years. Her new welded steel mast and her main boom are painted with Smith's Spar White. A supply of Smith's paint will be available for her use during the season from the stores of Smith's leading distributor in England.

\+ + +

George Crouch Joins Sea Sled

THE Hickman Sea Sled Company, Inc., announces the appointment of George F. Crouch, prominent naval architect, as vice president and director. Other officers of the company are: Albert Hickman, president, and H. McIntyre Grout, Jr., secretary-treasurer. Executive offices have been opened at 441 Lexington Ave., New York City.

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Designing Firm Moves

DONALDSON & COMPANY, INC., announces that after May 1, 1935, its offices will be located at 366 Madison Ave., New York City. The telephone number will be Murray Hill 2-6737. Yacht design, management, brokerage and marine insurance departments will be maintained and the firms of Burgess & Donaldson, and Megargel & Gruber will continue to be associated.

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Ford V-8 Conversions

LEHMAN Marine Engine Company, of Newark, N. J., reports many improvements in its engines and conversion kits. The company, which has been specializing in Ford conversions, has in production a new exhaust manifold with large cooling jackets which may be had either in cast iron or aluminum.

Improvements made since the Motor Boat Show in the RV-40 engine, a special job for the 225 Class, include enclosed clutch, aluminum water-cooled exhaust manifolds, Scintilla magneto as optional equipment, high compression cylinder heads and other betterments. Dynamometer tests have been made and technical information gathered from every available source.

The Lehman conversion kits comprise all parts necessary to convert the V-8 to marine use. These kits are low in price and easy to install.

Color for Yachts

FOR years yachts were painted either black or white, so that the first owners to adopt any other colors needed the courage of pioneers. It used to be the rule to paint small craft white and large ones either white or black. Nowadays, the use of color is growing and yacht owners are getting away from the traditional sameness. The use of color offers many advantages, as the outline of a boat may be entirely altered, to the eye, at least, by the way she is painted. Remember the use of camouflage afloat during the war? By selection of a color scheme, a yacht's apparent freeboard may be lowered or increased and her apparent length changed.

Tests conducted by the Duco Color Advisory Service show that color below water affects fouling, barnacles seeming to prefer the darker colors and to dislike white and light shades.

+ + +

Changes in Gielow Organization

W. MERTON RICE, formerly vice president of Henry J. Gielow, Inc., naval architects and engineers of New York, has been elected president to succeed the late Joseph A. MacDonald. W. P. Kiggins has been chosen vice president. The organization, well known in the marine field for more than forty years, will continue as before.

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Tide Calendar Published

ANNOUNCEMENT is made by Penola, Inc., manufacturers of Essomarine lubricants, that a new tide calendar may be obtained free from any Essomarine dealer. This shows the time of high and low water for 66 ports among the Atlantic and Gulf coasts from Eastport, Maine, to Corpus Christi, Texas. The times are given for Commonwealth Pier, Boston, and the Battery, New York, and a table gives the tidal differences for the other ports.

The company also announces that the 1935 recommendation chart, which shows just what oils to use on 1935 and earlier models of marine engines, is now in the dealers' hands.

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New Gar Wood Catalog

THE 1935 catalog of Gar Wood, Inc., lists all of the twenty-one models of fast runabouts, cruisers and utility boats built by this well-known concern. Besides the descriptions and outline specifications of the line, the catalog contains large and attractive illustrations of all the boats and tells something of the company which builds them. A copy may be obtained from the local dealer or by writing to the company at Marysville, Mich.

+ + +

The New Bluejacket Four

EDISON Hedges, of Atlantic City, N. J., writes to the Universal Motor Company that for the last three years he has been trying to wear out a Bluejacket Four. With it he won the Albany-New York Marathon, broke the world's record in the 125 Class, and won the national championship besides racing in many events. Now he has ordered one of the new Bluejacket Fours which he will use in the coming Albany-New York race.

The new engine, the model BR, is a racing job throughout, a 4-cylinder motor that develops 75 hp. at 4000 r.p.m. It is less than 38″ long over all and 19½″ wide. Bore is $3^{7}/_{16}$″ and stroke 3½″, piston displacement being 129.93 cubic inches. Cylinders are of chrome-nickel-iron alloy, cast *en bloc*, with heads of special aluminum alloy. Crankcase and oil pan are aluminum alloy and, like the heads, are ribbed for heat dissipation. The open hearth five bearing crankshaft is a heat treated drop forging with bronze back babbitt lined bearings. Connecting rods are drop forged Lynite and pistons are special aluminum alloy, weighed and matched. Piston pins are of manganese steel, hardened, ground and polished. Exhaust valves are of Silichrome steel and intake valves of nickel steel. Lubrication is full pressure feed to all main, connecting rod and camshaft bearings, also to timing gears, piston pin and bushing. Motor has oil cooler and filter. Down draft Stromberg carburetor is fitted and reverse gear is "Joe's."

Tests on a Sprague dynamometer show 37.4 hp. at 2000 r.p.m., 48.3 at 2500, 60.0 at 3000, 68.2 at 3500, and 74.6 at 4000. Fuel consumption is .53 pounds of 78° to 80° aviation gas per brake horse power hour.

+ + +

12,000 R.p.m., Not 1,000

THERE WAS a misprint in the last sentence of the item "Propellers Yesterday and Today" on page 96 of the April issue of YACHTING concerning Columbian Bronze Corporation's product. This should, of course, read "With rotative speeds varying from 50 to 12,000 r.p.m."

CORRECT YACHTING UNIFORMS SINCE 1856

Complete Outfits for Owner, Officers and Crew— Furnished instantly

Send for Catalog "Y" or representative

S. APPEL & CO.
14-18 FULTON ST. NEW YORK CITY
323 N.E. 1st ST. MIAMI FLA.

THE GREATEST VALUE IN SAILBOAT HISTORY

16½ ft. "WINABOUT" $269

Length 16½′; beam 69″; draft 7″; freeboard 19″; mast 25′; sail area 172 sq. ft., 55 lb. adjustable metal centerboard. Only the finest selected materials and salt water fittings used. Finest craftsmanship. Beautifully finished. Removable floor boards provide sleeping accommodations. Cruising adaptability with tent cockpit cover. Reinforced transom for outboard motor.

$269 *Lapstrake — f.o.b.* **$299** *Smooth plank — f.o.b.*

18 ft. WINABOUT — Smooth plank **$425** f.o.b.
14 ft. all-cedar CATBOAT complete **$125**

There is a WINABOUT model to fit every purse. From $89 up. Write for our catalogue and read the endorsements of satisfied users. Winabouts are designed to combine maximum roominess, utmost safety, racing speed, and eye appeal. They are the sensation of Boat Shows and standard equipment for instruction at many summer camps.

OWN A "WINABOUT"

NEW ENGLAND MARINE CO. 48 BROAD ST. BOSTON, MASS.

The WORLD'S LARGEST MANUFACTURER OF ITS KIND!

PERKO

COMPLETE LINE OF MARINE LAMPS · HARDWARE & SAIL BOAT EQUIPMENT

STOVES — TOILETS — SAIL BOAT EQUIPMENT — STEERERS — MARINE HARDWARE OF ALL KINDS — SEARCHLIGHTS — MARINE TABLE LAMPS — PUMPS — PLUMBING FIXTURES — COMPASSES — BINNACLES — HORNS — SIRENS AND EVERY TYPE OF MARINE LAMP

Send 25c for our General Catalog of over 1000 items, illustrated with full particulars. Should be in the hands of everyone interested in BOATING.

PERKINS MARINE LAMP & HARDWARE CORP.
1944 PITKIN AVE. *Branch offices in principal cities* BROOKLYN, N. Y.

INCANDESCENT SEARCHLIGHTS

This illustration introduces our new heavy duty type of searchlight. Heavy yoke and rugged control gear. Other improvements make the projected beam very powerful.

CATALOG I — Incandescent
CATALOG A — Arc
CATALOG F — Floodlights

THE CARLISLE & FINCH CO. CF

The CARLISLE & FINCH CO.
249 E. Clifton Ave.
CINCINNATI OHIO